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BRITAIN GOING AHEAD FOR MARKETS

HIRED WIFE SUES FOR BREACH

Shanghai, Sept. 12. Mrs. Yu-ping three years ago "rented a wife" for 10 years for 75 catties of rice plus 10 catties monthly for spending money. Mrs. Yu, claiming the "rented wife" charged today in the District Court. In return Mrs. Yu had "free and unhindered" access, but the hired wife, who was a widow with two children, refused to leave her "rented wife" with unimpeded access, unpaid rent and a child. Mrs. Yu asked for C\$10,000,000 as compensation for breach of lease. Associated Press.

Explosion In British Liner

Belfast, Sept. 11. Two tugs and a lifeboat carrying doctors and nurses rushed tonight to aid 60 people injured in an explosion in the 17,000-ton British liner "Reina del Pacifico" off Belfast.

The "Reina del Pacifico," flagship of the Pacific Steam Navigation Company, reached Liverpool from Rangoon on Saturday with 2,000 service passengers.

She was returning to Belfast for recondition. —Reuter.

The "Reina del Pacifico" radiated that an explosion had occurred in her engine room and approximately 60 persons were injured.

The liner gave her position as seven miles off Copeland Island, a tiny isle four miles off the County Down coast in the North Channel. —United Press. Built by Harland & Wolff in 1931, the "Reina del Pacifico" made the fastest recorded passage to the west coast of South America on her maiden voyage. A twin-funnelled, quadruple screw vessel, she is fitted with Diesel engines which give her a speed of 19 knots. She has accommodation for 800 passengers.

Strikers Are Trickling Back To Work

Less than 50 percent of the 11,000 striking mechanics and dockyard workers returned to work yesterday in response to the back-to-work order of the Chinese Engineers' Institute issued Thursday night terminating the 27-day strike.

Nearly all men at the Royal Naval Dockyard reported for duty yesterday morning, but less than 30 percent turned up at Taikeo Dock and Kowloon Dock. At Cosmopolitan Dock only 50 percent returned, while only a nominal number turned up at Bailey's Shipyard.

The snag was reported to be due to absence of a settlement with the foremen and overseers as well as the contractors. The former were excluded from the settlement on Thursday. Terms were to be discussed direct between them and their management.

The apprentices, who were not included in the settlement, were among those absent and wanted to know what benefit they would get.

There were also strikers who were not satisfied with the settlement and wanted to adopt a wait and see policy.

Trains Running

However, the managements of Taikeo and Kowloon Dockyards were in conference with the foremen's representatives as well as the contractors yesterday. Officials of the Chinese Engineers' Institute were also down at Tai-

FOR MARKETS Latest Instalment Of Austerity Plan

London, Sept. 12. The newest instalment of the save Britain programme, launched when the country stopped converting dollars as its American loan got on its legs, was announced today by Sir Stafford Cripps (President of the Board of Trade) in a speech to members of industry and trade unions.

Promising an early harder road for the country at home, Sir Stafford announced that Britain's Labour Government is not waiting for the Marshall Plan or other American aid but is going all-out into the world markets to try and salvage her economic life.

He said it might have to retreat into a closed British system of an Empire Customs Union to do it. The Government, he added, would hold a muffled fist of direction over all British industry and labour to reach the target of 164 per cent of the 1938 exports.

Sir Stafford said flatly: "We are determined to maintain our economic independence. We do not wish or intend to be tied by economic strings to the political policies of other countries however friendly they may be."

"Though we might be able to get further temporary assistance from the United States of America under the Marshall Plan or in some other way we cannot count on this and we must therefore proceed upon the basis we must ourselves balance our own accounts, and to that end we must adjust our standards of living and conditions of work wherever it is necessary."

"The extra volume of export represented by 221,000,000 a month is something we must achieve at the very earliest possible. Otherwise we shall be unable to supply ourselves with enough food and raw materials to keep our production machine going and that will mean the collapse of our efforts."

Bilateral Trade

"Before the recent cuts such as striking off American film imports by taxation and eliminating gasoline for pleasure motorcars, Britain's deficit was 600,000,000 per year. Those cuts saved her £225,000,000 annually. This left £375,000,000 to be made up by export increases.

"If it is not made up by exports or if import prices rise it simply means the present cuts are too last night to give the men talking to and it is expected that the majority of the absentees will be reporting for work this morning."

Strikers at the Green Island Cement Co's Hok Un works whose walk-out led to the closing down of the works, interviewed the management yesterday and will all return to work this morning.

The 40-odd strikers at the Kowloon Gas Works were ordered by management to report for work this morning instead of yesterday.

All the men of the Railways and the Waterworks were back at work yesterday morning. The morning express from Canton arrived in Kowloon yesterday afternoon, returning to Canton the same day. Normal through service will be resumed today.

Tram workers will bring their demand for an approximate 100 percent pay increase to a head on Monday.

A mass meeting last night it was announced that negotiations will begin with the management that day.

A formal demand was handed in to the management about a week ago. (Other strike news in Page 2)

They Found These In Ship's Mast



An official seen with Pearl Necklaces, etc. officially valued at £20,000 found hidden in the mast of the vessel "River Clarence" on her arrival at Sydney from Japan. Customs officials also seized quantities of silk and other goods from the ship.—A.P. Photo.

INDO-CHINESE CABINET TO BE FORMED IN HONG KONG SOON?

Hanoi, Sept. 12. A provisional National Government for Indo-China, headed by the exiled ex-Emperor Bao Dai, will be formed soon in Hong Kong and will be recognised by the French Government, it was learned here today.

The Bao Dai Government will consist of leading Nationalist leaders, it was stated.

The newly emerged "Emperor Party" has been formed around Bao Dai by Viet Nam Nationalists who do not approve of the "Communist leaning and totalitarian methods" of the Ho Chi Minh supporters.

M. Bollaert, announcing the French offer of independence, said that Indo-Chinese policy and defence would remain in French hands.—Reuter.

In Hong Kong yesterday Mr. Bao Dai, official spokesman for the ex-Emperor, said "The delegation generally is not satisfied with the speech of M. Bollaert and has solemnly reaffirmed their full confidence in Bao Dai and has asked Bao Dai to lead the people in negotiations with France to find a solution of the Viet-Nam-French problem on the basis of equality and justice."

Mr. Bao Dai also announced that the delegation had sent the following cable to M. Bollaert: "Although your speech of Sept. 10 has the character of an ultimatum we declare that we have asked independence to the Viet Nam."

Diary Was A Shock To Araki

Tokyo, Sept. 12. The prosecution disclosed today that occupation troops seized part of the Japanese Army's secret documents, ordered burned at the end of the war, when it confronted General Sadao Araki with the Kwantung forces' "secret Manchurian diary" for 1933.

Araki was on'y asked to identify a telegram of congratulations from him as War Minister to Manchukuo officials for their "co-operation" with the Japanese in clearing off "bandits" from Jehol province.

Such diaries contain copies of all official orders between the Tokyo authorities and military forces in the field. Japanese witnesses have testified that all army secret documents were ordered to be destroyed the day before Emperor Hirohito announced the Japanese surrender.

Araki readily admitted authorship of the telegram, but appeared surprised at the production of the secret diary.

Frequent clashes between Araki and Associate Prosecutor Arthur Conyves-Orr of Britain during cross-examination on the question of correct interpretation of statement attributed to Araki showed the pro-

Commodity Prices In New Spiral In Shanghai

Shanghai, Sept. 12. The price of rice and other vital commodities soared to new heights today as the Central Bank of China made a further upward revision of its open market rates for sterling.

Twenty-four hours after advancing the United States dollar rate to \$40,000 buying and \$41,000 selling, the Central Bank this morning adjusted the rate for sterling of \$120,700 and \$123,500 respectively.

These are the highest figures quoted by the bank since the introduction of the open market rates nearly a month ago. Moving up in sympathy, rice shot over the record figure of C\$500,000 per picul (£170), compared with less than \$500,000 at the beginning of this month, and only \$300,000 two months ago.

As one of the measures to ease the situation, the local authorities have temporarily forbidden the export of rice and other foodstuffs from Shanghai.

Ewos Up

Meanwhile, foreign shares advanced an average of 30 per cent over last week's quotations. The popular Ewo cottons, worth C\$83,000 last week, were quoted at \$107,000, while metal jumped from C\$21,000 to \$29,000 during the same period.

Sharebrokers attributed the rise to the Central Bank announcement last week that it would handle certain foreign shares (all foreign shares hitherto unquoted) officially and

Something Up The Molotov Sleeve

Lake Success, Sept. 12. Soviet Foreign Minister Vyacheslav Molotov plans to arrive in New York early in October with a surprise proposal to lay before the United Nations General Assembly, reliable sources reported today.

The report was the first indication that M. Molotov would attend the Assembly meeting which begins on Tuesday.

Informed quarters declined even to indicate the nature of M. Molotov's surprise. Last year M. Molotov seized the initiative at the Assembly by proposing worldwide disarmament. Indications were that he planned something equally spectacular this time.—United Press.

Archer Trial Next Week

Shanghai, Sept. 12. The judicial authorities announced today that the trial of Charles Archer, Hong Kong-born Briton accused of murdering a gold bar dealer, will open at the District Court late next week.

Corporal Thomas Malloy, of the United States Army, is now under life sentence for implication in the same murder.

During the eight-day court martial of Malloy police representatives took down translations of the evidence given against Malloy for use in the Archer trial.

Judge Chu Hun-chu will hear the case. Meanwhile, the United States Army announced that Malloy's conviction is not to be construed to imply that the United States authorities believe Archer is not to be implicated in the murder.

The announcement sold "Rather to the contrary, as the specifications under which T/S Malloy was tried, stated in conjunction with one Charles P. Archer, T/S Malloy did commit murder of a Chinese black market dealer." —United Press.

Archer, T/S Malloy, did commit murder of a Chinese black market dealer. —United Press. Araki and Associate Prosecutor Arthur Conyves-Orr of Britain during cross-examination on the question of correct interpretation of statement attributed to Araki showed the pro-

CHINA PRODUCES ANOTHER FOR RIPLEY

Nanking, Sept. 12. China's perennial freak—the famous human-headed spider—has popped up again, this time in Tsinan.

Central News Tsinan correspondent, Ho Ping-jin, reported that "another human-headed spider with a small body but a head complete with eyebrows, eyes, mouth and nose" had been captured outside the city walls.

He added the find was being kept in his house for examination by insect experts.—Associated Press.

Big Battle Forecast In Manchuria

Nanking, Sept. 12. Serious fighting would break out in Manchuria in the "very near future," a military source predicted in an interview with Reuter today.

The battle would involve no less than 375,000 Communist troops, including 90,000 Koreans, 16,000 Mongolians and 10,000 Japanese war prisoners, he stated.

The Communists were concentrating their main forces south of the Sungari river along both sides of the Changchun-Mukden railway, the source believed.

Heavy fighting is at present underway in the Anhsui, Hunan and Hubei border regions, where Government troops are at grips with the Communists under General Liu Po-Chun.

Government capture of Mancheng, 60 miles northwest of Hankow was officially confirmed today.

In Shantung Province, the Communist general, Chen Yi's, forces, estimated at 70,000, were reported to have been routed and fleeing towards the northeast; constant while minor fighting is said to be in progress in the extreme western corner of Shantung.—Reuter.

President's Appeal To Kuomintang Party

Nanking, Sept. 12. A comprehensive plan for reorganisation of the Kuomintang Party, including rigid enforcement of discipline and a merger with the San Min Chu I Youth Corps, was unanimously passed at the final meeting of the joint Kuomintang-Youth Corps conference, presided over by Chiang Kai-shek, this morning.

President Chiang stressed that members should act to achieve their aims "instead of giving in promises to the people."

"We must strengthen the bonds among comrades for accomplishing national unity and reconstruction, so that we may win the hearts of the people and their support for the party," President Chiang added.

The measures, when fully implemented, he said, would lay a solid foundation for the new birth of the party.

He believed that, with such a spirit of sincerity and loyalty to the party and the nation, the Kuomintang Party will be able to ensure the success of suppression of the Communist re-

bellion, realisation of the Three People's Principles and execution of the task of national reconstruction.

According to the measure for unification of the party and Youth Corps, all executives and supervisors of the Youth Corps will become members of the Kuomintang Central Executive and the Supervisory Committees, respectively and memberships of the two committees will be increased.

The meeting also agreed to fix May 5, 1948, for convocation of the seventh National Party Congress.—Reuter.

POSTAL SPEED-UP PLANNED

Nanking, Sept. 12. Plans are being drawn up by the Chinese Post Office to route all postal matter, other than air mails, from Europe via the Atlantic and United States to expedite their delivery.

The plan would speed delivery from Europe by from four to six weeks. At present, parcels from Europe are dispatched to China via Suez, which takes two months.—Central News.

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OFFICIAL STATEMENT ON SETTLEMENT OF WALK-OUT

A meeting between the Dockyard Employers and the representatives of the Chinese Engineers' Institute under the Chairmanship of the Commissioner of Labour took place in the Urban Council Chamber at 2.30 p.m. on Thursday, September 11, 1947.

The first point for discussion was the question of the remuneration of foremen. The Commissioner of Labour stated that he had that morning interviewed a number of foremen from the various dockyards in the presence of the Union representatives. He had explained to these men that the employers were not prepared to negotiate the terms of their remuneration as part of the questions under negotiation with the Chinese Engineers' Institute.

They maintained that the foremen's wages were a matter for negotiation between the employers and the foremen themselves. He had strongly advised the foremen to negotiate directly with their employers and not to prolong a strike which was affecting the livelihood of over 10,000 persons by endeavouring to have their individual cases made part of a general settlement.

The employers reiterated that they were not prepared to deal with their foremen through the Chinese Engineers' Institute in these negotiations. Representatives of the Union enquired whether, if the foremen were unable to arrive at a satisfactory settlement with their employers, they could bring the matter to the notice of the Labour Commissioner through the Chinese Engineers' Institute, and it was agreed that this course was always open to them.

Representatives of the Union then raised the following eight points:

(i) New entrants to the ranks of skilled time workers in the dockyards to receive pay at not less than the revised minimum rate, plus rehabilitation allowances. This was agreed, and the employers further agreed that apprentices on completion of their apprenticeship should be placed on the revised minimum rate for skilled tradesmen time workers.

Not Agreed

(ii) Monthly paid workers to receive the same increases as were granted to daily paid time workers as a result of these negotiations. This was not agreed to by the employers, who were not prepared to discuss the emoluments of monthly paid workers with the Union but who stated that each management would consider the grant of appropriate increases to monthly paid workers.

(iii) Workers employed by contractors to be given the same increases as those granted to daily paid time workers. This was not agreed to by the employers; the question of the contractor employees was outside the terms of these negotiations and these men were not employed directly by the dockyards.

(iv) All arrears of pay (pay in hand) earned by the strikers before the strike to be paid by the 2nd day after the strikers returned to work. This was agreed to, the employers promising to pay not later than the 2nd working day after the men returned to work.

(v) The new rates of pay arrived at as a result of these negotiations to be made effective as from the date of the first demand put forward by the Union, i.e. February, 1947. This was not agreed to by the employers.

(vi) All privileges previously enjoyed by the workers to remain unchanged. The employers agreed that conditions of service would not be altered.

(vii) Strikers (both monthly and daily paid) to be paid at the revised rates for the period of the strike; payment to be made within three weeks of return to work. This was not agreed to by the employers.

No Victimization

The Union representatives then asked if the employers would grant a subsistence allowance for the period of the strike in view of the hard-

New Gadget in Supreme Court

The Police Magnetic Wire Recorder, which it is hoped to introduce for use in the Supreme Court, was tested out yesterday morning when Sir Henry Black, Chief Justice, delivered judgment in the Lamb Case.

This instrument is extensively used abroad and was very popular with War Correspondents at the Front.

Dictation or discussion is accurately recorded on stainless steel wire without any effort and played back for transcription with clarity.

Messrs. Reiss, Bradley & Co., Ltd., are agents for the machine.

C.J.'s Judgment In The Lamb Case

(Continued from Page 2)

reputably got ashore without passing the Immigration Officer, could not be dealt with under section 14. It is true that under section 9 an Immigration Officer may refuse permission to an immigrant to remain after landing, but this would not bring him within the terms of section 14, for upon Mr. Bernacchi's construction he would not have been refused permission to land, nor would he have landed in contravention of the Ordinance. Neither is the refusal of permission to remain after landing, a ground for dealing with an immigrant under section 14 (1). The construction that the plaintiff invites the Court to place on section 9 would, therefore, in my view, be repugnant to the general purview of the Ordinance and where the language is ambiguous, a construction which would lead to that result should not be adopted. Now, the word "refuse" is defined in the Oxford Dictionary as "to decline (something asked) to a person" and Mr. Lonsdale argues that the use of this word indicates an intention that permission should be sought and that the words "refuse permission" envisage a request coupled with a rejection. I think this is a reasonable construction but putting it at the lowest, it is one that can be adopted without violence to the spirit or language of the section, and since it is in conformity with the scheme of the Ordinance as a whole, the Court should adopt it in preference to the other.

No Authority

"Objection was taken to this submission on the ground that the defendant, by his pleadings, had admitted false imprisonment over the whole of the period 21st February to 10th March and he could not therefore plead justification for any part of it. As to this, it is well settled that in mitigation of damages a defendant cannot go into evidence which, if proved, would constitute justification. Elsewhere the facts are admitted, I am not aware of any authority which precludes the court, when assessing damages, from considering to what extent, if any, the plaintiff's detention was unlawful. If the court were satisfied that upon a proper construction of the law the plaintiff either had suffered no legal wrong at all or one much less than the defendant had admitted, it would be a manifest absurdity that the court should nevertheless be bound to award him damages based upon an erroneous view of the legal position, merely because the defendant had been wrongly advised.

Cogent Reasons

"It was further submitted by Mr. Bernacchi that inasmuch as the plaintiff was taken ashore under arrest and never asked permission to land, he cannot be said to have been refused permission to do so. This proposition is not supported by Rex v. Governor of Brixton Prison, Ex parte Lanyon (58 T.L.R. 350). In that case, a deportee from Sierra Leone was taken ashore in England under arrest without his asking for leave to land. The deportee alleged that the Immigration Officer did not inform him that leave to land was refused, but the Court held that these details were of no importance since in one way or another it was clear that leave had not been granted and that being so, his detention was lawful.

"After a careful consideration of the Ordinance as a whole, it appears to me therefore that very cogent reasons could be adduced in support of the defendant's original plea of justification.

"But in his amended Statement of Defence, the defendant admitted paragraph 6 of the amended Statement of Claim (which alleged that the defendant without lawful authority caused the plaintiff to be imprisoned at Stanley from 21st February until 10th March) and proceeded to set out in mitigation facts which had previously been pleaded in justification. Crown Counsel explained that he did this because of the decision in Christie and Morris v. Leachinsky (supra) in view of which he felt that the delay in communicating the detention order to the plaintiff could not be justified. He submitted however that damages could be claimed only in respect of the period between the time of the plaintiff's arrival at Stanley and the reading of the order or alternatively from the signing of the order until its terms were made known to him.

GOLD TAKES A PLUNGE

Sellers dominated the gold market yesterday and brought the price down to \$358 a tael after it had opened at \$360.25. At the close the rate was better at \$359.

Bearish influence also brought the price of Piastres down. In fact it was a one-way movement almost as soon as the market opened at \$14.00 a 100. After reaching \$12.70 it steadied and closed at \$12.90.

Chinese National Currency futures opened at 13.4 cents and closed at 13 cents for CN\$1,000. Spot was unchanged at 13.55 cents throughout the day.

U.S. dollars were steady at \$5.45, but Sterling relapsed to \$14.15. Australian pounds were unchanged at \$12.54.

Accused Claims Witnesses Telling Lies

Under cross-examination yesterday, Yuen Chu, who is charged with murder, claimed that Li Kan-tai, concubine of the murdered man, had accused him of the crime because he had slept at her house for many nights and she suspected him of having arranged with others to rob her.

The case is being heard before Mr. Justice E. H. Williams (Pulvis, Judge).

Yuen is charged with the murder of Lo Yuk, 70-year-old fertilizer manufacturer, at 15 Shek Kip Mi Street, 2nd floor, on June 2. Mr. A. J. Clifford, assisted by Detective Inspector C. Dowman, is prosecuting on behalf of the Crown. Mr. Marcus A. da Silva has been assigned to the defence by the Crown.

Continuing with his testimony, Yuen said that on the "6th day of the 4th Moon," while in conversation with the deceased, the latter asked him how much he would require to start a business. Yuen said that he told the deceased he would require HK\$10,000, to which the deceased replied that this was far too much and that he could carry on a business with less.

Cash Box

Deceased then brought out the cash box and said that with such a cash box full of HK\$10 notes, he could start a business. Yuen said that deceased also mentioned that the cash box had previously been used to keep bank notes, but was not then being used for this purpose.

Before putting the cash box away, deceased further mentioned to him. It was suggested in the course of the hearing that the proper course would have been to release the plaintiff before the reading of the order and re-arrest him immediately after. I see no reason why this pantomime should have been gone through and in any case, as Lord Simonds observed in Leachinsky's case, the difference between being arrested on one side of the door or the other is unsubstantial, so the rule of "de minimis" would apply.

Peculiar Case

"What then should be the measure of damages for the very brief period intervening between the making of the order and its notification to the plaintiff? Lord du Parcq in the same case speaks of 'the omission to tell a person who is arrested at or within a reasonable time of the arrest what offence he is charged with.' Can the time that elapsed in the present case between the making and the reading of the order be regarded as unreasonable? I do not think so. And what actual damage did the plaintiff sustain by the postponement of reading the order until his arrival at Stanley? I cannot see that it made any practical difference whether the order was read before or after. Another circumstance that should, I think, be taken into consideration is that the plaintiff largely contributed to his detention by his own acts and omissions: in the first place by declaring that he had no travel documents and in the second by delaying to look for them until 8th March. The defendant stated that if the plaintiff had produced his emergency certificate on 21st February, he would not have ordered his detention, and this is borne out by the fact that when the certificate was eventually brought to his notice, he at once ordered the plaintiff's release. It may be noted further also that it was open to the plaintiff to have appealed to the Governor-in-Council under section 19 but he did not avail himself of this right. Lastly, the Hong Kong Government has (somewhat Quixotically) disbursed more than \$1700 for the plaintiff's board and lodging since his release to enable him to take the present proceedings against itself. I say this because although the action is nominally against certain officers, the real defendant is the Government of Hong Kong, as is shown by the foregoing facts and the course of the negotiations that took place.

"Having carefully considered all the circumstances of this rather peculiar case, I have come to the conclusion that in view of the defendant's admission of liability, there should be a verdict for the plaintiff, but I consider he is entitled only to nominal damages which I assess at \$100. As the plaintiff discontinued his claim against two out of the three defendants and abandoned three out of four of the heads of his claim, there will be no order for costs."

Owed Money

Yuen also admitted owing deceased some HK\$1,400 on two transactions. He hoped to repay this amount in the future, "little by little."

Apart from dealing in fertilizer, he also exported vegetables from the interior to Hong Kong and bought brown paper from street hawkers here for sale at Shek Lung.

Yuen said that he parted on good terms with Li Kan-tai. He claimed that Li Kan-tai and other prosecution witnesses were not telling the truth.

When pressed as to why other prosecution witnesses (apart from Li Kan-tai) should come to Court and tell lies, Yuen said that they had to make such allegations against him otherwise the Police, as well as Li Kan-tai, would not release them. Yuen explained this by saying that the occupants of the rear cubicle were often visited by males, whom he did not know.

After the closing addresses by Mr. Clifford and Mr. Silva had been delivered, the case was adjourned till 10.30 a.m. today, when Mr. Justice Williams will commence his summing up.

APPLICATIONS FOR MATRIC

The Director of Education announces that applications for entry to the January 1948 London University Matriculation Examination must be made on forms now available at the Education Office, 3rd Floor, Windsor House. No application will be accepted after October 3, 1947.

Students considering entry to London University External Degree Examinations are warned that it is necessary to register as an external student of the University a considerable time before the actual date of the examination. Further information may be obtained on application to the Education Office.

Charged with being the keeper of an opium den at 6 Wing Wo Street, 1st floor, Chan Kau 46, was fined \$250 or one month by Mr. F. X. d'Almada at Central yesterday. Two smokers were each fined \$25 or three days.

RADIO

ZBW Hong Kong broadcasting on a frequency of 845 kilocycles from 12.30 to 2.00 p.m., and 6.30 to 11.00 p.m., and also on 9.55 megacycles in the 31 metre band from 12.30 to 1.15, 7.30 to 8.30 and 9.15 to 11.00 p.m.

12.30 p.m.—Daily Programme Summary.
12.47 p.m.—Harry James and His Orchestra.
1.00 p.m.—"Studio" Vocal at the Piano and Stephen Grapelly and His Musicians.

1.00 p.m.—News, Weather Report and Announcements.
1.10 p.m.—Orchestral Interlude.
1.15 p.m.—Edmundo Ros and His Cuban Band.

1.30 p.m.—"From the Show"—Light Opera.
2.00 p.m.—Close Down.
2.30 p.m.—Light Variety.
3.00 p.m.—"Unit Request"—Bill Hickey Calling—711 Squadron, R.N.A.S.

3.00 p.m.—London Relay: World News.
3.10 p.m.—London Relay: Home News from Britain.
3.15 p.m.—Laurie and Lander: Piano Duet.
3.23 p.m.—"Personality Interview" with Margaret Lockwood.

3.30 p.m.—London Playhouse "The Maskerade".
3.45 p.m.—"We Ring for You"—Gwen Carter and Charles Kellum.
4.00 p.m.—"Hollywood"—Kerby Sonata.
4.15 p.m.—Alfred Gottschalk (Piano) and Jacques Thibaud (Violin).

10.00 p.m.—London Relay: News.
10.10 p.m.—Weather Report.
10.15 p.m.—"Cantata"—and Dance Music.
10.30 p.m.—Close Down.

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MENNEN BABY POWDER

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(Continued at foot of next Col.)

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"Operation Oasis" Ended
British Troops Criticised By Jewish
News CorrespondentNew Voice
Goes On
The Air

Washington, Sept. 11.
The U.S. State Depart-
ment announced that a
new 50 kilowatt United
States relay transmitter
in Manila commenced
operation today, relay-
ing the official "Voice of
America" programmes
from the present Hono-
lulu relay station.

The first relay included
statements by the Assistant
Secretary of State, Mr. Wil-
lam Benton; the Chinese Am-
bassador, Dr. Wellington Koo;
the Philippine Ambassador,
Princess Wan Waihaykon; and
the Philippine Minister, Mr.
Narciso Ramos.

First reception reports from
Asia were said to indicate that
the new relay station was com-
ing in with a strong signal.
Mr. Benton in his statement
said:

"We hope the people of the
Far East will regard this addi-
tion to the Voice of the United
States of America as one more
means of realizing the great
goal of all peoples building
understanding and building of
understanding through free ex-
change of ideas and informa-
tion."

The official "Voice of Ameri-
ca" maintains broadcasting
schedules daily in relays to the
Pacific and the Far East in
English, Chinese, Korean,
Siamese, Annamese, French
and Malay.—United Press.

More Terrorism In
Jerusalem

Hamburg, Sept. 11.
"Operation Oasis" was com-
pleted today when,
shortly after noon, three British troop-car-
rying trucks took 62 Jewish "ring-leaders," who
had been held here for two days, to Poppen-
dorf camp.

The special security measures which the British
had taken, in anticipation of possible trouble
both here and at the camp, proved unneces-
sary.

The departure of the group
here and its arrival at Poppen-
dorf camp some 22 hours later
were carried off without any
incident.

Forty MPs and British civil-
ian police accompanied the convey-
ance to Poppendorf camp, eight
miles northeast of Luebeck.
When the group arrived, re-
fugees inside massed near the
gate and greeted their com-
rades with loud singing and
cheering.

A previous order to place
the group in a special guarded
enclosure at the camp was
cancelled at the last moment by
Air Vice-Marshal, H. V.
Champion de Crespigny, Re-
gional Commissioner of Schles-
wig-Holstein.

The Commissioner was said
to feel segregation would only
cause "renewed" discontent
among the camp inmates, who
already were embittered about
the arrest of the men.—United
Press.

BORS, Criticised

London, Sept. 11.
The British troops at Ham-
burg assisting at the disem-
barkation of the "Hannymede"

HIROSHIMA MAY STILL
AFFECT WORLD

Chicago, Sept. 12.
Minute "timebombs" planted in germ cells of sur-
vivors of the atomic bomb attacks on Japan
eventually will kill hundreds of thousands of
persons throughout the world, possibly includ-
ing even descendants of men who made the
bomb, a scientist said today.

Dr. H. J. Muller, Professor of Zoology in Indiana
University and 1946 Nobel prize winner, said
that as many persons may die later as were
killed directly by the blasts at Hiroshima and
Nagasaki as a result of mutations caused by
radioactive bombs.

"In other words there have
been planted hundreds of thou-
sands of minute timebombs in
the survivors' germ cells of far
more delayed action than any
timebombs hitherto devised,
resulting in the spattering of
hundreds of thousands of
deaths from now on through
the very distant future," he
said.

"Even if these germ cells are
those of our enemies it is like-
ly that by the time most of
the timebombs go off, the
mutated genes will have be-
come disseminated so far and
wide throughout the world,
with its ever increasing rate of
communication and migration,
that many of our descendants
too will have been affected by
hereditary injuries."

"The effect on the future of
the far bigger and better
atomic bombs now being con-
templated, if not already made,
I must leave to your own im-
agination."

Mutations
Dr. Muller, who won the
Nobel prize in medicine and
physiology for the discovery
that mutations can be produced
by X-rays, explained that
mutation is an unpremeditated
chemical change in the gene
produced by an operation of
"blind" chemical processes and
it always tends to change the
population.

Over a period of thousands
of years radiation can make
many persons infertile or com-
pletely sterile through muta-
tions, Muller said.
"Damage enough could prob-
ably be done if there is world-
wide misuse of atomic energy
to result in the genetic dying
out of a number of people equal
to several times more than the
population of the earth at any
one time."

He added, however, that
these "deaths" would be scat-
tered over so many future gen-
erations that they would not so
drastically affect any single
generation.

"If, however, exposure to
radiation were repeated in this
way generation after genera-

Allies Pull
Out Of Italy

Rome, Sept. 11.
The withdrawal of British
and United States troops from
Italy in accordance with the
terms of the Italian peace
treaty will begin tomorrow
morning, Lieutenant-General
John C. H. Lee, acting Allied
Supreme Commander in the
Mediterranean area, said at a
press conference here today.

Allied forces will be with-
drawn from the Morgan Line
demarcation between the
Anglo-American and the Yugo-
slav zones of occupation on the
Italy-Yugoslavia frontier on
Monday next.

On the same day, British and
American troops will evacuate
by ship the Pola area, south
of Trieste, which passes under
Yugoslav control.—Reuter.

Insulted U.S.
Mission

Athens, Sept. 11.
Two men found guilty of
publishing guerrilla communi-
cations and remarks insulting to
Dwight Griswold, head of the
American mission here, were
sentenced to 25 months in pri-
son and fined 1,820,000 drach-
mas each today. Three other
defendants were acquitted.

Those convicted were Michael
Krykos, editor of the news-
paper "Eleftheri Ellada," and
Hercules Djathas of the paper's
staff, who is in hiding and who
was tried in absentia.

Those acquitted were Dimi-
trios Partanides and Constant-
ine Gavrielidis, members of
the EAM Central Committee,
and John Kallonas, manager of
the newspaper.—United Press.

It could be time succeed in
destroying the human gene
system beyond recovery.—
United Press.

Secret Interview

Luebeck, Sept. 12.
In a press interview con-
ducted inside a refugee camp
heavily guarded by British sol-
diers, the reputed commander
of the "Exodus Jews" on
Thursday threatened violent
action if the British continued
to refuse them admission to
Palestine.

"We have no retreat," said
the leader, who claimed he was
a representative of Hagannah,
the underground "Jewish de-
fense" army. "This is a mat-
ter of life and death. Nothing
can stop us!"

The interview was given to
three American correspondents
in a "cloak and dagger
atmosphere." The were taken
to the leader by other camp
inmates through closely guard-
ed corridors of the camp bar-
ricades. They were not allow-
ed to see the leader's face as
he spoke from behind a curtain
of linen bedsheet. His
answers in Hebrew were relayed
by an interpreter.

The leader said he was born
in Palestine 25 years ago. He
said he had been in command
of the Jews on the "Exodus"
from the start of their voyage,
which ended off the Palestine
coast in July when the Royal
Navy intercepted and rammed
the ship. The leader said he
had organized secret immigration
in Europe before the Jews
sailed from France.—Associated
Press.

Terrorism

Jerusalem, Sept. 11.
A group of masked men
(tentatively identified as mem-
bers of Hagannah) tonight kid-
napped another youth—the
second abduction in 24 hours—
in what private sources hinted
was part of an all-out Hagannah
campaign to curtail Argan ac-
tivities.

Both the kidnapped youths
were believed to be Argan mem-
bers with a large number of
underground exploits of their
record.

If Hagannah is responsible, it
is expected the victims would
be "investigated" and possibly
"punished" before being re-
leased.—United Press.

More Refugees

Kyrenia (Cyprus) Sept. 11.
A party of 198 Jewish illegal
immigrants from the detention
camps here sailed for Haifa
today from Famagusta, under
the August quota of Palestine
immigration certificates.

Sir Godfrey Collins, former
Chief Secretary to the Bombay
Government, today took over
the post of Civil Administrator
for the immigrant camps.—
Reuter.

British Housewives
In A Uproar

London, Sept. 11.
A meeting of the British Housewives League here
began and ended today in an uproar, as special
details of Bobbies hovered about in the event
of possible bloodshed.

The meeting, attended by about 500 branch secre-
taries and members, was charged with an at-
mosphere of excitement over rumours of a re-
volt against the League chairmanship of
Dorothy Crisp. They were not disappointed.

At one point there was a
wild scramble to capture the
microphone, which reached a
climax when the opposition suc-
ceeded in disconnecting the ap-
paratus.

The meeting carried on with
screams and shouts from the
platform as well as from the
body of the hall, while electri-
cians rushed in to repair the
damage.

At other times, minor fights
broke out in which handbags
and umbrellas were used free-
ly.

The crux of the argument re-
volved around Miss Crisp and
Mrs. Hart, the deposed treas-
urer.

The latter accused Miss Crisp
of maintaining a secret, polit-
ical fund and spending League
funds on entertaining
wealthy friends.

Boos And Cheers
After attempts to shout down
each other, accompanied by
boos and cheers from the au-
dience, Miss Crisp attempted to
break up the meeting by send-
ing the delegates to lunch, but
the bickering continued in the
corridors and on the street.

The afternoon session was
practically a repeat perform-
ance. It reached the high
point when Mrs. Irene Love-
lock, the League founder and
president, fainted as frail wo-
men crowded about the plat-
form. She had to be taken
home by her husband. Short-
ly afterwards the meeting was
adjourned indefinitely.—Reu-
ter.

An Admission

London, Sept. 11.
An admission was made that
the allegedly non-political
group had accepted £1,760
from an anti-government or-
ganization.

Miss Dorothy Crisp conced-
ed that the Road Houseless As-
sociation, (which is fighting
the planned nationalization of
transport) had financed the
meeting at the Albert Hall.

Miss Crisp and Irene Love-
lock, founder of the League,
claimed that the show of hands,
marked by many outbursts on
the floor, had demonstrated
confidence in their administra-
tion. Speaking for those who
want the nationwide organiza-
tion to be non-political instead
of a constant critic of the La-
bour Government, Mrs. Helen
Hart, Treasurer, said:
"Politics is the loudest thing
in the world."—United Press.

stalls in Bkavina streets and
squares.

The resemblance ended with
the outside of the packet. The
cigarettes are badly made local
stuff reeking of ammonia.
In the two factories traced
by the detectives, large quanti-
ties of both "Camelus" and
"Philippine" were discovered
and confiscated.—United Press.

Not Quite
Real Thing

Batavia, Sept. 11.
At the request of the Ameri-
can Consulate-General in Bata-
via, the NEI criminal investiga-
tion department succeeded to-
day in tracing two small fac-
tories producing cigarettes
called "Camelus" and "Philip-
pine" which apart from very
minor differences outwardly
looked exactly like the "Camel"
and "Philippine" brands.

For some time, rows of
"Camelus" and "Philippine"
cigarettes could be seen next to
the real thing on black market

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HABEAS CORPUS

One thing emerges clearly from the Lamb Case: if the law is as argued by Crown Counsel, and interpreted by the Court, the time is overdue for revision of the law. The most ardently fought for and jealously preserved of our human rights—the very cornerstone of the democratic way of life—is the freedom of the subject and the right of any man, suspected of wrongdoing, great or small, to immediate trial by his peers. This Court, said Sir Henry Blackall, in his judgment, “sees no impropriety in an Immigration Officer making use of his powers if circumstances afford justification in law for his so doing, even if the real or principal motive is to prevent the escape from justice of the person so detained.” We can see only oppression and the abuse of power. It is a well recognised procedure in police work to hold a suspect on a minor charge while investigations into a graver offence are being investigated; and none will challenge its virtues since there is no infringement of the code requiring that the suspect be produced before a Magistrate within 48 hours of his arrest. It is a vastly different matter, and we are coming to a pretty pass, when it is possible to hold a man 19 days ostensibly for a piffling immigration offence and it is not considered necessary to prefer charges, to test the Immigration Officer's authority before a Court or to give the detainee an opportunity of offering a defence. In British law a man is entitled to be free until he has been found guilty by a properly constituted Court. To throw a man into Stanley Prison under an Ordinance which was drafted before the war for the purpose of controlling the unwanted influx of Chinese into Hong Kong; repudiates the need either for proven guilt or just punishment. With the merits of the Lamb Case, as such, we are not particularly concerned. There is, in the circumstances, however, a vital principle involved. Only in times of the greatest national emergency are we prepared, in the interest of the common weal, to surrender, even temporarily, those principles affecting the liberty of the subject for which our forefathers struggled. Even then, if we acquiesce, in time of great peril, in the limitation of those rights, it has always been by force of a distasteful necessity and on the clearest understanding that the power entrusted to authority would be used with the greatest possible care and discrimination and relinquished at the earliest opportunity. If it is still possible to detain a man for 19 days without any specific charge being brought against him, the only fair inference is that familiarity with an unaccustomed power has bred contempt and that the high value of our treasured personal liberty has been forgotten. Of the responsible officials, it is impossible to believe that they acted in any conscious sense of exceeding the reasonable limits of their authority. If they did not, their action is all the more alarming in its revelation of a disregard of the need for utmost care in the way such powers should be applied. If they did, they display that contempt of personal rights and liberties which has been, and still is, one of the hallmarks of the totalitarian ideology which the world has fought so desperately to eradicate. His Honour the Chief Justice came close to exposing the inherent weakness of the Immigration Officer's position when he said: “If the execution of the Ordinance is being dispensed with in the manner described (the free movement without check or hindrance of Chinese nationals) this would seem to be contrary to a constitutional principle enshrined in the Bill of Rights, but it is not an issue before this Court.” Be that as it may, it is the most important issue involved in the public interest: which the relentless pursuit of misguided persons years after their alleged offences does nothing to change.

U.S. SHIELD FOR JAPAN

By O.H. Brandon

Whatever Russia says, the United States Government is determined to call a conference in Washington in September or October to draft the peace treaty for the Far Eastern partner of the defeated Axis—Japan.

Russia rejected the American proposal to submit the Japanese peace treaty discussions to an eleven-nation conference, and made the counter-proposal that the Council of Foreign Ministers, including the representatives of China, should prepare the treaty concerning Japan.

But the United States has decided to lift the drafting of the Japanese peace terms out of the veto-infected Council of Foreign Ministers.

The United States contends that a clause of the Potsdam agreement states that the Council of Foreign Ministers was created for the purpose of dealing only with European peace terms.

The United States Department puts it this way: “If Russia should be absent from the eleven-nation parley this autumn, it would not be a case of the other Powers excluding Russia, but of Moscow boycotting the peace efforts.”

Easy Peace

The American treaty proposals are complete. These proposals promise an easy peace to Japan. Japan will lose all territories outside the Japanese mainland, but in the American view the industrial power of Japan, with the exception of her war industries, should not be throttled.

Differences are bound to arise among the nations who are to pass judgment on Japan at the treaty discussions, but there will be fewer snags than arose over the peace treaty for Germany. The Far Eastern Commission, which consists of Australia, Canada, China, France, India, the Netherlands, New Zealand, the Philippines, Russia, Britain, and the United States of America, has been meeting in Washington for the past eighteen months, and has succeeded in hammering out many common principles in preparation for the peace parley. Whatever differences may arise, they will not be confined to those between the United States of America and Russia, China,

the Philippines and Britain, and treaty controls limited to such to some extent Australia, are certain to insist on a sterner settlement than is advocated by the United States.

Reparations

The United States will not ask for reparations, and will oppose any large-scale reparations claims as being dangerous and self-defeating.

The State Department contends that just as Germany, under the Marshall plan, is to become the “workshop” for Europe, so Pacific and Asiatic recovery depends on Japan's industrial strength.

The Australian attitude appears to have undergone a change recently. It was thought, for instance, that Australia would advocate limitations on Japan's peacetime industries, especially to protect her own nascent textile industry.

But on his recent visit to Tokyo Dr. Herbert V. Ewart, Australia's Minister for External Affairs, said that post-war economic controls by the Allied Powers should be limited to exports and imports.

The Conflict

His views may have been influenced by General MacArthur, who would like to see post-

war controls limited to such to some extent Australia, are certain to insist on a sterner settlement than is advocated by the United States.

While the Americans see in Japan's highly competitive textile industry one of the principal sources of paying her own way towards recovery, Britain is mindful of how Japan before the war, thanks to cheap labour, deprived Lancashire of much of its export market.

Among Japan's pre-war territorial possessions only the Ryukyu Island group is likely to become a serious bone of contention. Okinawa, the island which was conquered only after the loss of thousands of American lives, is in this group.

Russia last Spring unexpectedly agreed to American trusteeship over the former Japanese mandated islands, but Molotov then also dropped a hint that in return he would expect some part in the administration of the Ryukyu Islands. The United States, because of the important strategic position of Ryukyu, is certain to oppose such a demand.

The U.S. considers Japan its main sphere of influence. It has almost complete control there thanks to General Douglas MacArthur, and it hopes that the peace conference will not upset General MacArthur's present policy.

THERE WAS NO ROAD BACK

There are three Germans in Teheran today, former members of Hitler's Wehrmacht, who may be said to have special

By JOHN ROBERTS

cause to love the country of their adoption better than the country of their birth.

Guenter Ritzler was just twenty-three years of age and a young officer in a German Panzer Corps when the Nazis launched their legions eastward in their massive bid to overrun the vast territories of the U.S.S.R.

Guenter Ritzler had the mis-

fortune, as he considered then, to be taken prisoner by the Russians in the fighting at Litz. After a spell of road-making near the Turkish border, he was sent to a Russian prison-camp situated at a distance of about a hundred and fifty kilometres from the Persian border. In this prison camp he fell in with two other captives who had entered Russia with Hitler's invading hordes—Gustav Sengotta, an older man, formerly an Inspector of police, and one Klemmeyer, a sergeant-major in the Luftwaffe.

The prospect of remaining as ‘guests’ of Soviet Russia for an indefinite period did not commend itself to these three birds of passage. They developed other notions, and, in short, resolved to escape together and flee to Persia.

They succeeded in giving their captors the slip, made the journey of a hundred and fifty kilometres to the frontier of Persia, shook the Russian dust off their feet and shortly afterwards found themselves in Tabriz, in Azerbaijan. Here they were interned by the Persian authorities, and in due course were sent to Teheran.

At first they were kept under restraint by the military police there, but after a time they were released, given immigrants' permits and, believe it or not, they received every assistance in the power of the authorities to find ways of earning their livelihood.

For a while they enjoyed the luxury of living as guests at the Officers' Club, but presently, they all found employment, and Teheran added three self-supporting citizens to its population.

Today you may meet any one of these three former members of the erstwhile German Armed Forces in the streets of the Persian capital—and they are in comfortable enough circumstances, each of them the very picture of a solid worker with a steady job.

Guenter Ritzler, one-time officer in a German Panzer Corps, is an inspector for a big firm of constructional engineers, and is earning a good salary making roads for the Ministry.

Gustav Sengotta, Inspector of police in days of yore, will be glad to drive you about Teheran any time you care to hail him in the smart taxi which he owns himself.

Klemmeyer, once sergeant-major in the late unlamented German Luftwaffe, is a familiar figure at the wheel of the Swiss Minister's car, and is rather proud of the fact that he is regarded as one of the smartest chauffeurs in town.

Fate has led these three ‘escapists’ to a land where sympathy and kindness have given them the second chance that many a man—and doubtless many a German in these latter days—has sometimes longed for.

The Russians have never made any attempt to get the trunks back; it seems unlikely that Germany will ever get them back; and they may safely reckon that, for them, the evils of War have at last led them to the blessings of peace and plenty.

Bitter Accusation Of Russia

Lake Success, Sept. 12.

The United Nations Atomic Commission on Thursday adopted its second report to the Security Council 10-1 with Russia opposing and Poland abstaining. The ballot came after the United States and Russia bitterly accused each other of obstructing the work of the Commission.

Fredrik H. Osborn, United States atomic deputy, charged on

Thursday that Russia has consistently attempted to obstruct constructive work in the United Nations Atomic Energy Commission.

Answering the slashing attack on the United States by Russia on Wednesday, Osborn told the Commission that Russia must realise that the only atomic control treaty acceptable to peoples of the world “will be one which does away with national rivalries” and provides “real security.”

Osborn said the United States approves “wholeheartedly” the second report now before the Commission. In direct answer to Russia, he said:

“The representative of the Soviet Union has charged that others than himself have stated that agreement was impossible. That is not my view. Such a statement is without foundation in fact, as is proved by the records of this commission and its committee, which show also that the Soviet Union has consistently, since the beginning of our work, attempted to impede the desires of the majority to formulate specific proposals.”

Count For Nothing?

“Do the views of 10 of the nations at present represented on this Commission and of the three other nations who voted with the majority for the first (atomic) report count for nothing? Must we conclude that agreement is possible only on the basis of terms laid down by the Soviet Union, which would place no effective restraint on aggressor nations?” Brazil and China joined the United States, Canada, France and Britain in approval of the second report. Poland served notice that important parts of the document were unacceptable and she would abstain on the final vote.—Associated Press.

Shanghai, Sept. 12.

Central Air Transport announced the opening today of a new line linking Shanghai with Hong Kong and Peking. Converted C-40 planes will be flying to Hong Kong every Monday, Wednesday and Friday, and to Peking every Tuesday, Thursday and Saturday.—Associated Press.

JUST LANDED: Copenhagen Radio: “LANDED BEEP” in small Rega, suitable for Bachelors or Families. Rob. Rutherford.

CARNIVAL

By Dick Turner



“Before we begin, do you mind giving me that blonde's telephone number?”

BARCLAY ON BRIDGE

By Shepard Barclay

“The Authority on Authorities”

MOST SATISFYING PLAY

One of the most satisfying single plays you can make is that in which you force an opponent to waste the high trump on a side suit trick you would be sure to lose anyway, while you discard a worthless card from your other hand and thereby promote a small trump into a trick-winning rank. That sounds like an elaborate description, and it is. But the play occurs so seldom that it is entitled to whatever description is necessary.

SK 852
HA Q 8742
D 75
C 6

SJ9 HKJ903
DQJ106
C74

SA 843
H Npne
DAK 82
CAK 83
(Dealer: West North-South vulnerable)

West North East South
Pass Pass Pass 1C
Pass 1H Pass 2S
Pass 4S Pass 6S

It required gingerly management to bring that contract home. Lee Hazen, who has won most of the national championships and is now the general counsel for the American Contract Bridge League, did it in a snappy rubber game. He won the diamond Q lead with the K, laid down the club K and A in preparing for some ruffs.

then decided to protect himself against over-ruffs by scoring the spade K and A, leaving only the Q out as the sole trick winner to which he could afford losing.

Next he scored the club Q, ruffed the club 3 with the spade 5, discarded the club 8 on the heart A, ruffed the heart 2 with the spade 4, scored the diamond A, the spade 6 and then made the crucial lead of the heart Q. In his own hand he still retained the spade 8 and diamond 8. East, who had to play before him, had the spade Q and club J. If he discarded the club, the spade 8 would ruff, making the 12th trick for Mr. Hazen. Instead, East ruffed with the spade Q, whereupon Mr. Hazen discarded his diamond and kept the little spade to ruff East's club on the final trick.

Tomorrow's Problem

SK 108
HA Q 1063
D 76
C 1052

SA 843
H Npne
DAK 82
CAK 83
(Dealer: South North-South vulnerable)

West North East South
Pass Pass Pass 1C
Pass 1H Pass 2S
Pass 4S Pass 6S

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H Npne
DAK 82
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(Dealer: South North-South vulnerable)

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The Hong Kong Government Civil Service List for 1947

We have been entrusted by the Government with the Printing and Publishing of the only 1947 Edition of the Civil Service List. This edition, the first since 1941, will contain about 400 pages, and will be ready for publication at the end of September.

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AUSTERITY NOTE

London, Sept. 11. Public dinners in Britain were limited to 100 guests by a Government "Save Dollars" order announced today. Licences for a bigger banquet would be given when a reasonable proportion of overseas visitors were present, particularly when it meant boosting Britain's export trade, the Ministry of Food announced. The restrictions would also be raised for dinners in connection with international conferences.—Reuter.

LIFELINE SAGGING BADLY

London, Sept. 11. Britain's Mediterranean lifeline running from Gibraltar through Malta and Cyprus to Palestine and the Suez Canal, is sagging badly at the eastern end, says the "New York Times" correspondent in London.

If Palestine goes, as appears likely, and with what is left of Egypt going fast, new British bases must be found.

British East Africa has been chosen, particularly Kenya, with advance bases in the Sudan and British Somaliland, and still more advanced posts in Transjordan and Iraq.

There is the possibility, however, that Libya might replace Egypt and Palestine to bolster up the Mediterranean position. But it is too uncertain and as a second line the British have decided to develop British East Africa and extend the line of air bases westward across the Sudan to Nigeria and the Gold Coast.

The line would be based on airports built by the United States and pioneered by Pan American Airways during the war at Bathurst, Boloma, Accra on the Gold Coast, Maiduguri in Nigeria and at Khartoum in the Sudan.—Reuter.

45-NATION CONFERENCE ON DOLLAR SHORTAGE

More than 300 experts on high finance today crowded into the central hall of the Institute of Civil Engineers in a quiet back street off Whitehall for formal opening by the Chancellor of the Exchequer, Mr. Hugh Dalton, of the second annual meeting of the Board of Governors of the International Monetary Fund and World Bank.

Seated at a horseshoe table beneath two blazing chandeliers and a giant roof painting of "Britannia prostrate," the delegates unanimously approved a joint 24-point agenda which, despite its varied character, is almost sure to resolve itself into a 15-day 45-nation discussion on the great dollar shortage.

Both the agenda for the Board of Governors of the Bank and the Governors of the Fund includes the Indian Independence (International Agreements) Order, 1947.

It was explained in London tonight that the Indian Government of the two institutions had drawn attention to India's independence and the partition into the Dominions of India and Pakistan.

The matter was thus put on the agenda so that the Bank and Fund could register formal recognition of this fact.

Mr. Dalton read a letter from the Prime Minister, Mr. Clement Attlee, in which he expressed his best wishes for the success of the institution and said that the world economic position could only be solved by international cooperation.

The entire proceedings, which occupied only 25 minutes, were marked by a complete absence of formality.

As they adjourned to split into committees to begin their deliberations behind closed doors, the delegates refused to state whether they felt pessimistic or optimistic.

The leader of the Indian delegation, Mr. N. Sundaresan, typified this reticence by declaring:

"I can say nothing at all. Don't you know we are sworn to secrecy?"

Opening the second meeting of the Board of the Governors of the International Monetary Fund, Mr. Dalton, telling the assembled experts that they were now facing "a grave new challenge," said:

"Events have overrun all our calculations."

"Particularly in the last few months, there has been a very marked and rapid worsening in the economic position and prospects of almost all the countries represented here."

London, Sept. 11.

Hong Kong Don't Copy!

Canberra, Sept. 11. A new method of making rain by spraying a preparation of calcium chloride on suitable clouds is to be tried by the Australian Council for Scientific Research. Successful experiments have already been carried out in Australia with dry ice, but it is believed that the new preparation will be far more effective and will cause rain to fall over a wider range of cloud types.—Reuter.

Parliament's Mission To China

London, Sept. 11. According to present arrangements, the members of the British Parliamentary Mission to China, will leave Britain at the end of this month, and are expected to arrive in Nanking before October 10.

The Mission is headed by Lord Ammon, the other members being Lord Amulree, Mr. Frank McLeavy, Mr. James Harrison, Mr. Wilfrid Roberts and Mr. Martin Lindsay.

During their stay in China they will be the guests of the Chinese Government. In a recent announcement, Dr. Wang Shih-chieh, Foreign Minister, expressed unqualified approval of the British proposal to send a Parliamentary Mission to China this autumn, and recalled that in 1942 a British Parliamentary Mission paid a visit to China, adding that it "made an extensive tour of the country and contributed greatly to the strengthening of friendly relations between our two countries in war time."

During a recent discussion on the forthcoming Mission, Lord Ammon was quoted as saying that it was the British desire to see a peaceful and united China, a view that was also expressed in the House of Lords debate on China at the beginning of the year, and more recently by the British Foreign Secretary, Mr. Bevin, in the Foreign Affairs debate in the House of Commons.

Although no set itinerary has as yet been made public, it is known that it is the Mission's wish to see as much of China as possible during their month's stay.

Govt. Changes Possible

London, Sept. 11. The possibility of Government changes before Parliament resumes on October 20 was admitted by informed London quarters today. It was thought that they would affect some of the less spotlighted members of the administration, Reuters political correspondent writes.

Speculation has been busy with the names in particular of the Minister without Portfolio, Mr. Arthur Greenwood; the Minister of Fuel and Power, Mr. Emanuel Shinwell; and the Defence Minister, Mr. A. V. Alexander.

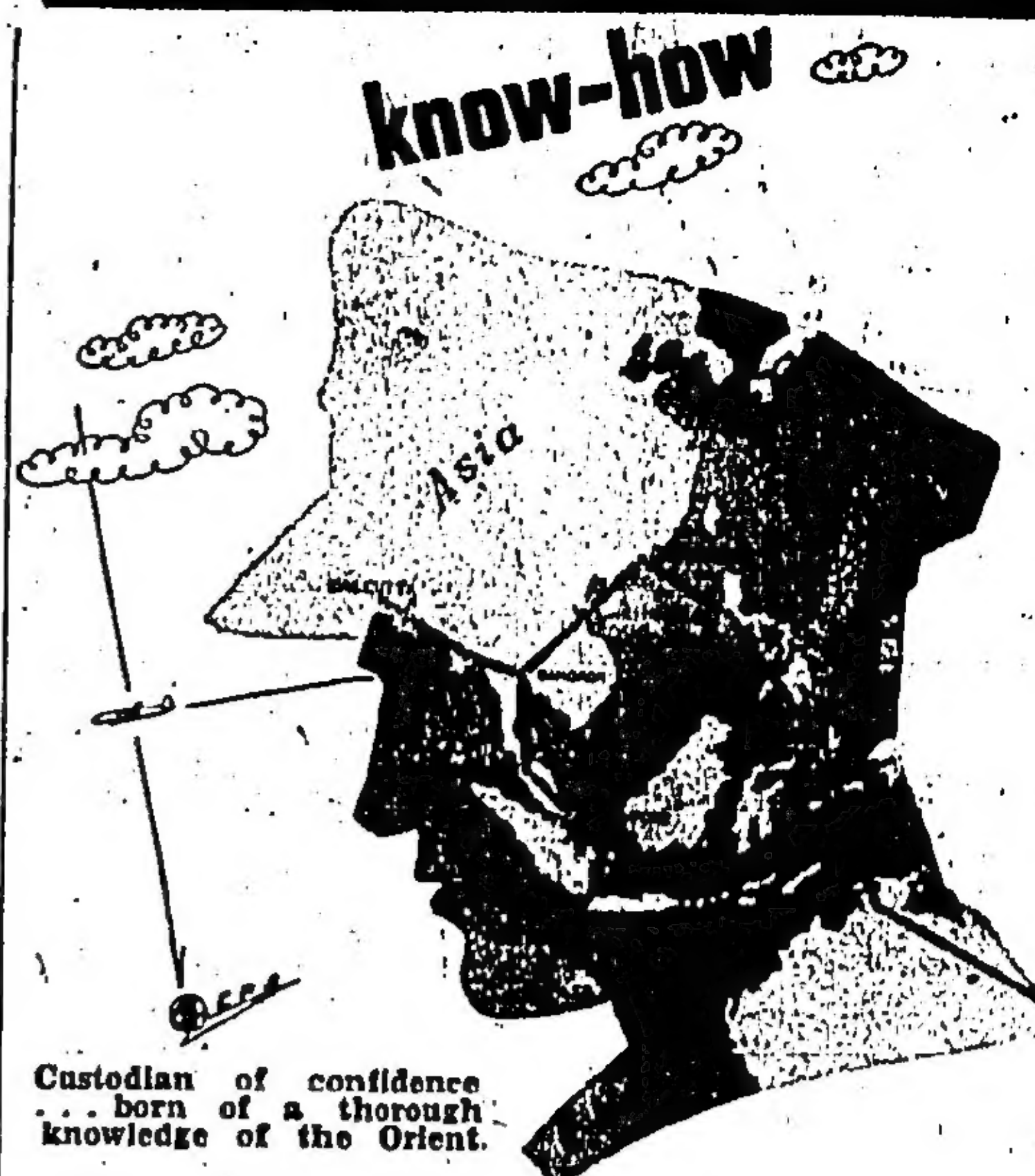
More Austerity

The political world expects some top-level Cabinet reshuffles to take place possibly after the conclusion of the Big Four Foreign Ministers Conference in London in November.

The crux of a week of economic crisis moves in Britain will come tomorrow with a declaration by the President of the Board of Trade, Sir Stafford Cripps, of a new productive drive and an even more austere period of living for the British people, Reuters political correspondent adds.

Authoritative quarters said today that Sir Stafford's 4,000-word speech, to be made to a gathering of 2,000 employers and employees in London, will contain a dramatic upgrading of British export targets and the announcement of the compulsory direction of labour in certain industries.—Reuter.

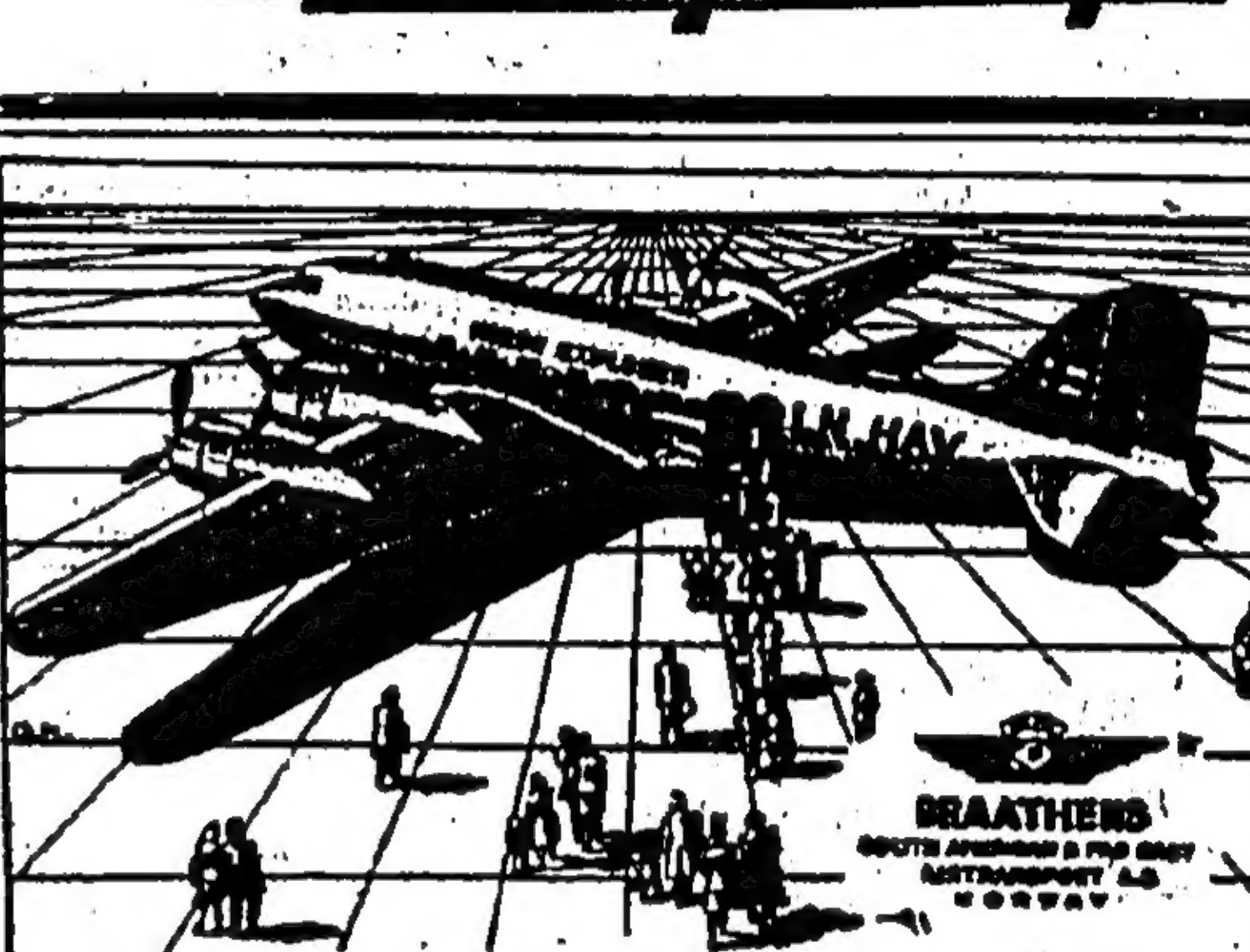
and daughter Margaret had to sing "Anchors Aweigh" as part of the traditional wedding ceremonies.—United Press.



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CHINESE COMMUNISTS NOT OBDUROTE

Peiping, Sept. 12.

After two months' arduous travel, mostly afoot and on muleback, Jack Dodds, 25-year-old Canadian who was with the Communists, then retreated from Yanan in March, arrived in Peiping with the "purely personal impression" that the Reds would be willing to reopen peace negotiations if Nanking offered "favourable terms."

Dodds, however, emphasised to the Associated Press that the morale of the Communists was high and said that he had never heard any of them even mention the possibility of a Red defeat.

Dodds, who belongs to the "Friends Service Unit" (a Quaker organization which operates in both Nationalist and Communist territory) served as a laboratory technician with the International Peace Hospital which was transferred from Yanan ten days before the Nationalists took the city, has been moved six more times since then, and was split into four sections.

Dodds, who comes from Toronto, worked with the first section of the hospital situated (he said) "somewhere in Shensi, west of the Yellow River." He refused to divulge the exact location.

Dodds was escorted by a 50-year-old interpreter from Shensi to Communist Relief Hqs. in southern Hopei, from which point he completed his journey to the Nationalist lines and Peiping in an UNRRA truck. He wore Communist-made clothing and shoes.

He said that as each Communist area was "essentially an autonomous unit," he was delayed for days on end waiting for clearance from one section to the next, but otherwise he experienced no difficulties during the journey.

Anti-Americanism
Anti-American feeling in the Communist areas, he said, was strong and widespread, with posters in every village berating America for her "imperialistic policy" and aid to Chiang Kai-shek. Many villagers in the Communist territory seemed to believe that the Americans were actually fighting

as Allies of the Nationalists. Several times he was mistaken for an American and heard the villagers speculate as to whether or not he was a prisoner of war.

Dodds said that he left Shensi to return to Canada to study medicine but six other foreigners were still working with the International Peace Hospital—Frank Miles, mechanic, of Salem, Oregon; Margaret Stanley, nurse, of Oskaloosa, Iowa; Doctor Douglas Clifford, of Ford, New Zealand; and Peter Bailey, of London; and Mr. and Mrs. Eric Hughes, of London.

He was carrying with him the first letters to their families since last March.—Associated Press.

Neptune Let Truman Off

Aboard USS "Missouri,"

Sept. 11.

King Neptune let President Truman off easy today but gave the Presidential assistant, John R. Steelman, and others the full treatment, including mustard massages, doses of quinine, dunking in the pool, electric shocks and a sound paddling by sailors swinging canvas clubs.

Boarded old Neptune Rex passed out briny justice as President Truman and some 1,500 other "pollywogs" were converted into "shellbacks" by crossing the Equator. The President had to make a speech

ANTIQUE AUTOMOBILES ON TOUR



The age of the "horseless carriage" will be recreated this Autumn in a six-day tour of New England by 100 antique automobiles.

W. Nelson Bump, vice-president of the American Automobile Club and chairman of the Veteran Motor Car Club of America, describes the jaunt as an attempt to recapture the "spirit and adventure of a period when long-distance motoring was a daring sport."

With the revival of the so-called Glidden Tour, Bump doubts that the participants this year will be bothered by one of the most common hazards in the early days—arrest for speeding.

All cars participating in the sweep of New England will be at least 32 years old and while they might have been "speedsters" in their time, their present pace is a crawl.

Back To 1905

The first tour—33 automobiles—left New York City in 1905 and braved mud ruts, motor breakdowns, derision and constables on their way to the White Mountains.

In those days, one New Hampshire town arranged an elaborate trap. Constables in plain clothing occupied positions along a measured route with stop watches in hand and signalled to one another with handkerchiefs.

Ropes tied to telegraph poles were ready to be stretched across the road should one of the cars get up to 20 miles an hour.

Despite that and mechanical troubles, the magazine "Horseless Age" decided the tour proved the automobile "almost fool-proof," strengthening our belief in the permanence of the motor car, but the Manchester (N.H.) Union thought the whole thing an "unintelligent nuisance."

Speed Was Menace

"The lives and property of perfectly helpless people have been menaced for no other reason than to provide amusement for total strangers," it said editorially.

"Automobiles are a good thing; some drivers can be trusted but most cannot. Take the race to Manchester, 14 miles in 40 minutes. Have they any right to do such a thing? We like automobiles, and hope they have come to stay, but to turn loose a lot of crazy maniacs intent on making a record over our roads is a distinct outrage."

The 1947 tour of "horseless cars."

Courtesy On The Roads

Here is a selection of Courtesy hints:—

1. Don't put so much emphasis on seconds that you lose your life trying to save one! There are still 42,731,000 others in a normal span of life.
2. Never hesitate about or receiving an offer of courtesy. "After you, Claude!" "No, after you, Cecil!" is not the ideal attitude for the road.
3. The driver going your way wants to get there safely. The driver going in the opposite direction has similar hopes. You can assist both.
4. The Code of the Sea was designed to bring safety to the seas. Cultivate and practice the Road Code for you are all captains of a kind.
5. Who is this "other fellow" who causes all the trouble? For the most part you can see him by peering into a mirror!
6. The policeman is there for your guidance. By helping him you help yourself!

French Highways

Engineers attached to the French Ministry of Public Works have just completed plans for a 223-kilometre motorway from Paris to Lille. Average speeds up to 90 m.p.h. are anticipated as safe in view of the visibility of the concrete surface in good weather. Entry and exit from the motorway will not be allowed except at intervals of 1/2 miles, while clover-leaf junctions will be provided at all main road crossings.

The Automobile Association membership has passed the 600,000 mark, more than 284,000 members having been added in 18 months. There are nearly 100,000 women members, and many more women are eligible for A.A. service through their husbands or fathers' membership.

Mount Washington, which first was climbed in 1899 by a Stanley Steamer in two hours. The present record is slightly over 12 minutes.—United Press.

California Petrol Tax For Roads

California's war-torn highways are to get a \$64,000,000-a-year face lifting by order of the state legislature.

The state's lawmakers approved a bill raising the state gasoline tax from three to four and a half cents a gallon and providing for other revenue increases deemed necessary for a modern system of highways.

For the state that has the most vehicle registrations—and the most traffic fatalities—in the nation, it is big news.

It means that the rocky, two-lane pavements on many of the main arteries will be replaced by four-lane, divided highways built according to most modern engineering standards.

It means also more "freeways" in the big metropolitan centres of Los Angeles, San Francisco, and Oakland, whose war-swollen populations in effect are choking their street systems to death.

The new highway bill landed on Gov. Earl Warren's desk only after six months of bitterly fought rear-guard action by the oil companies, trucking firms and others who will pay a large share of the cost of the programme.

The opposition's strength was mostly in the State Assembly, which for five and a half months refused to vote for a gas tax increase of more than one cent even after the Senate had scented down its demand from three cents to one and a half.

When the final roll call came around about a week before adjournment the opposition crumbled and Warren had his highway bill.

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Among the new British cars is the 2.4-litre (16 h.p.) Healey, which has been officially timed to have a top speed of just over 104 miles an hour. Even more astounding is the fact that at 70 m.p.h. it does 30 miles to the gallon. Built at Warwick by the Healey Car Co., it has a 4-cylinder OHV engine manufactured by Riley (Coventry) Ltd. and is almost handmade. The special coachwork was the result of lengthy tests in wind tunnels. The Healey is priced at around £1,600.

The Post-War Cars

Britain's exports in 1946 of complete cars were more than 50 per cent. greater in number than in 1938; chassis exports were at two-thirds the 1938 rate. Total British production of cars and chassis during 1946 rose from 6,319 in January to 26,827 in December with only slight interruptions to the upward trend. The total number produced for export in the final quarter of the year was 35,000 of which 12,000 were in the 8 H.P. or below class and 17,000 were between 8 H.P. and 12 H.P. During this quarter production of larger cars for export rose each month. One exporter is shipping to 80 different countries. Allocations to the markets of the world are made in accord with the general policy of favouring regular customers as far as is practicable.

There are 34 British motor-car manufacturers and assemblers in operation and the field is highly competitive. Five concerns produce 8 H.P. cars, 12 produce in the extremely popular 10 H.P. field, eight manufacture 12 H.P. cars and nine 14 H.P. cars.

The main manufacturers have a range of cars to offer which may share characteristics with other models produced, yet are individually designed to meet the exacting and varied requirements of users. The specialist manufacturers, with smaller production, often pioneer new developments and have an output of high quality goods, which are of necessity rather more costly than are cars produced on the precision assembly lines, yet are still outstanding value for money.

Behind the motor designer and builder are the specialist producers of components for which Britain is deservedly famous, such as electrical equipment, tyres, carburettors and gauges, as well as pressed steel bodies and safety glass.

The efforts of the motor-car manufacturers and assemblers, and of the component manufacturers, were largely concentrated during the war years on armament production. Lessons learnt in those years, of design techniques, of flow production methods and of inspection and testing are being applied by manufacturers who produced aero engines and other machinery of war.

Knowledge was built up of the behaviour under stress of a widely varied range of materials and in consequence the post-war motor-car is an extremely efficient, reliable and smooth-running mechanism. New alloys enable weights to be reduced and new tyre building techniques have raised the safety factor.

The new models have a clean appearance, with good visibility for driver and passengers, and are testimonials to the skill of British industrial designers, who have ensured that both appearance and fitness for use considerations—from the car itself down to its door handles—have received due attention.

One of the new cars has an improved horizontally opposed petrol engine of a high power weight ratio with a consequent increase in smoothness without the use of a heavy fly-wheel.

The appearance of another is not in any exaggerated modern style, but is novel. Easy access is provided to the engine, with the minimum of effort and the layout of the dash board is outstandingly good. In other makes, moisture-proof plastic covers are being fitted to sparking plugs as a result of wartime experience.

Plastic Bodies
Manufacturers are experimenting with plastic bodies, and rear-engined cars but whether these are to be factory-produced in the near future is uncertain.

Attention is being directed to the provision of more spacious luggage accommodation which is required in large countries, to improvements in the lighting system to eliminate dazzle and in generator systems to increase

TIRE TESTING

The average motorist may not be aware of the amount of research and design experience which lies behind the production of a modern tyre. A visual demonstration of much of this was given recently at the laboratories at the Evington Valley mills of the John Bull Rubber Co., Ltd., of Leicester.

One of the main functions of the research department of a tyre manufacturer is the control and compound development laboratories, where samples of rubber are mixed with chemicals and vulcanized on a small scale before the agreed mixture is used on a larger scale within the factory. This is apart from the job of such laboratories to develop improved tyre designs, to check the daily output from the factory, and to test the various rubber and rubber bonded to metal products for plasticity, creep, cracking, tear resistance, abrasion, ageing and so forth. To effect this, some most ingenious special apparatus has been devised for use in the new laboratories at Leicester.

The John Bull company clearly has first-class equipment for such purposes, and some forty people are employed in research. Apart from the control laboratory and the physical testing laboratory, special displays were given including a demonstration of the great strength that can be achieved by a rubber-to-metal bond. This latter product is handled by a separate concern, Metalastik, Ltd. In car manufacture there are many applications of the latter process, such as for engine mounting and for rubber bushes; incidentally, it is necessary for the metal first to be plated.

Another demonstration of particular interest was of the effect of oil and heat on various rubbers, and in this respect John Bull have a useful oil-resisting lacquer which can be applied externally and can be given a distinguishing colour for such parts as pedal covers or gear lever knobs.

Materials

The British motor industry has studied methods of increasing efficiency in production by mechanisation and by motion study and competition will encourage progressive economies in that precious and costly component of production in Britain today—skilled labour.

Plastic Bus

The plastics industry is expanding its scope more and more. The newest achievement is a bus, constructed in plastic materials, manufactured by Leyland Motors Ltd. The component parts are not held together by screws or rivets, but glued to each other by means of plastic glue.

The bus, used for tests with the usual type of chassis, reached the limit of its hauling and shock-resistance capacity, but the plastic chassis withstood the severest tests. Plastic glue is so resistant that it can be used for joining metal tubes.

to more efficient engine design. The new car models will be up to the best British standards of engineering and of general design. Pre-war experience of reliable cars, incorporating new features only when of proved utility and dependable, will be allied to more acquired knowledge of materials and of internal combustion engine design.

The strongly competitive British motor industry has plans to play a full part in Britain's export drive and will provide motor-cars which in performance, reliability, appearance, cost or service, match all competitors.

Already, since British cars are reaching export markets in limited quantities and are meeting a part of the demand created by the good repute of pre-war models. The high qualities of the new models and the wide range available, will be recognized and with justice.

Research

Much time is being spent on considerable programmes of general and accessory research and on production planning to ensure that higher wage rates and more costly materials do not mean proportionately dearer cars.

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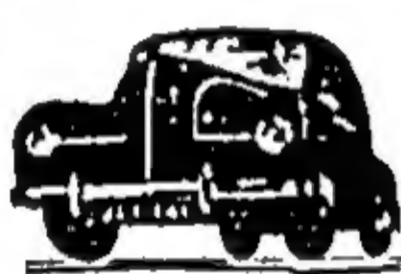
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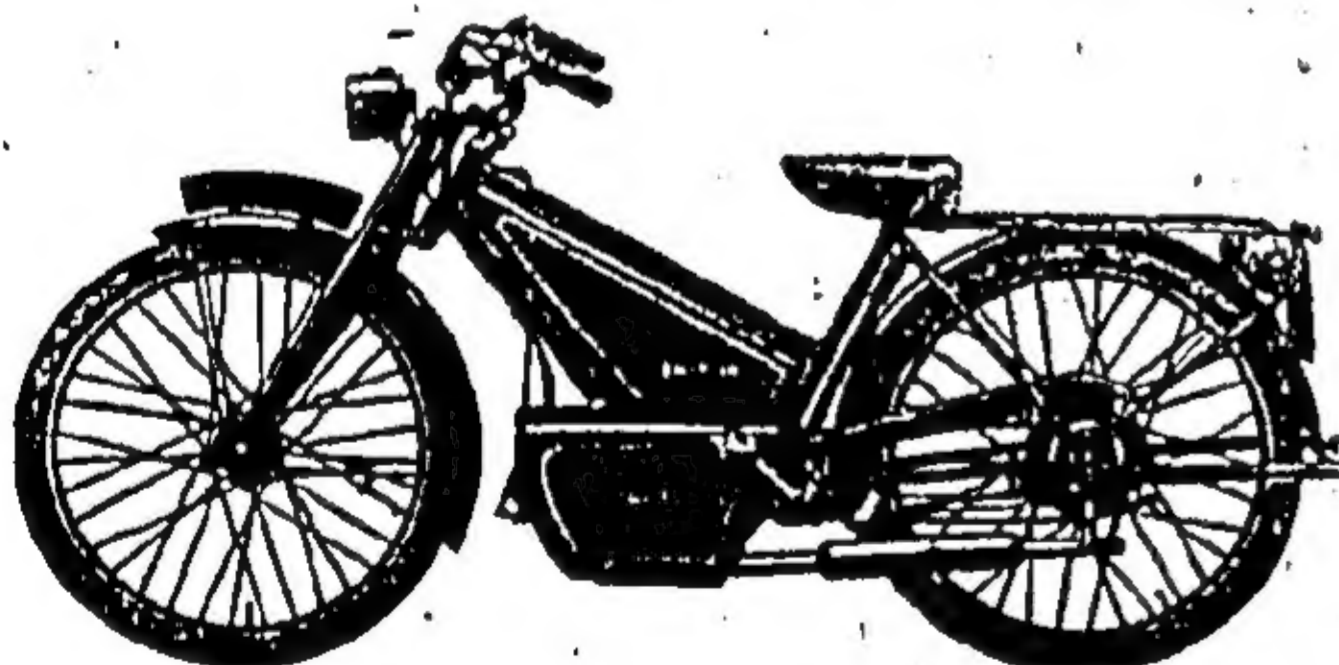
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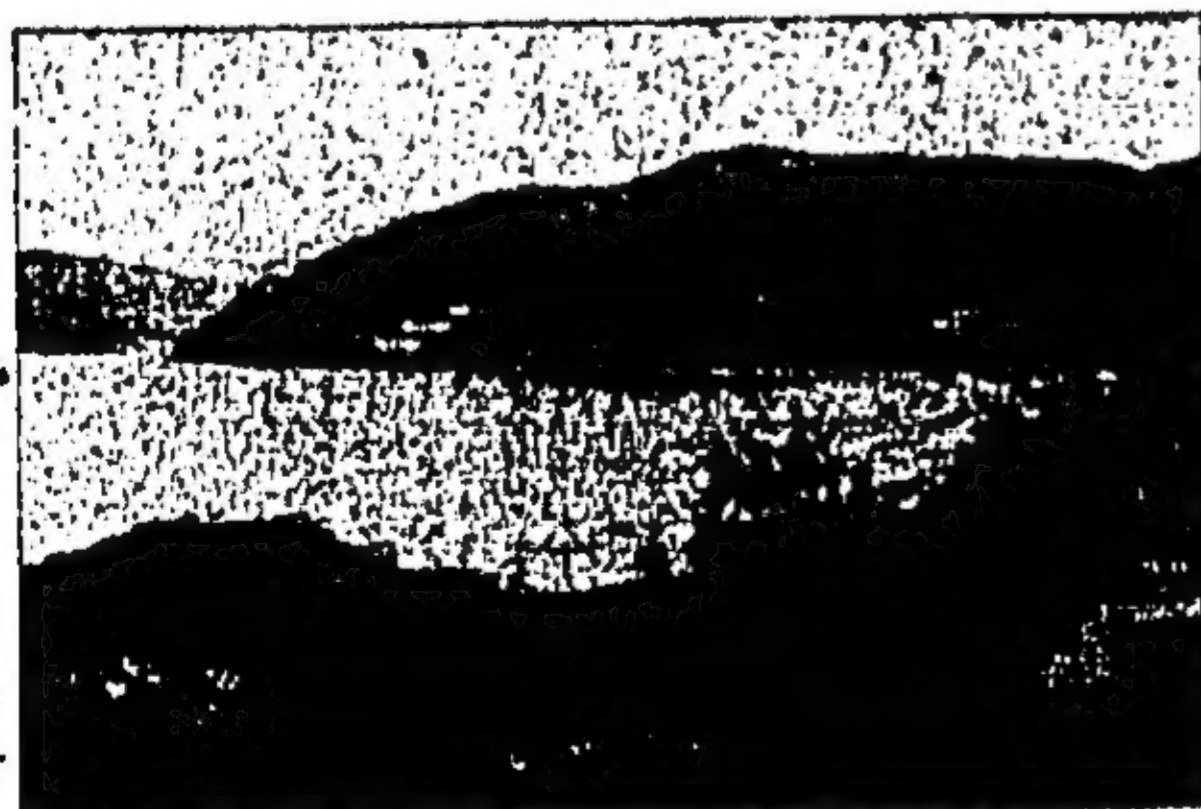
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Questions

Two matters concerning cars concerned Members of Parliament during question time recently—import of American cars and the shortage of channel black, the special form of carbon black used in tyre manufacture.

In the first answer on the question of American car imports, Mr. Dalton insisted that very few cars had been imported and that the cost to Britain was small.

Mr. Boyd-Carpenter, however, asked for further details—how many of the imported cars were Packards and what was the total cost in dollars.

Mr. Becher, Parliamentary Secretary to the Board of Trade, replied that the number of licences granted for the import of cars from the U.S.A. from January 1, 1945, to the end of April, 1947, was 346. It was not known how many of these were of the make referred to.

Imports

The total number of cars imported from the U.S.A. under the licences granted was 88. Foreign exchange was made available in respect of a small proportion only of the cars licensed, the others being licensed as gifts. The sterling equivalent of the exchange so authorized was £9,722.

Sir Stafford Cripps outlined the difficulties in the supply of channel black, after which Mr. Lewis wished to know how many cubic feet of natural gas were available for export from Middle East oilfields which could be burned in Britain to make carbon black.

Sir Stafford replied that he was unaware of any facilities for the export of natural gas from the Middle East.

Motoring News And Views: Continued from Page Eight

Around The
World Of
Motoring

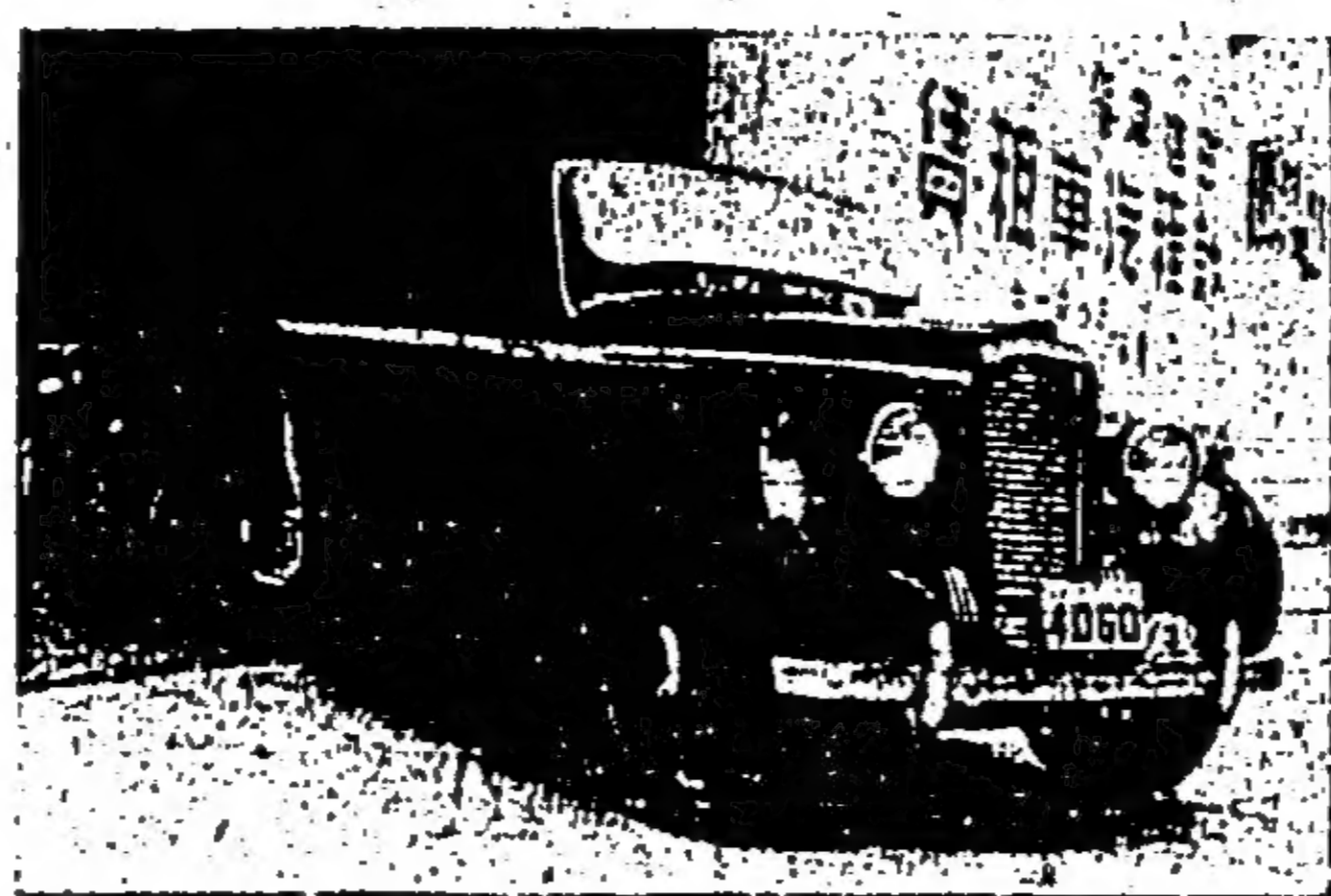
For speeding up London's traffic in the central areas, new regulations came into force at the beginning of last month including a "no waiting" order between 11.30 a.m. and 6.30 from Monday to Friday inclusive on specified streets which are indicated by yellow bands painted on lamp posts.

Probably the oldest fighting vehicles still on the strength of the British army are nine 40-50 h.p. Holt-Royce armoured cars at present in service with the Calcutta and Presidency battalions. Built in 1914 on the Silver Ghost chassis, they first saw service in Europe and were subsequently shipped to India and issued to the Armoured Car Company of the Royal Tank Corps, who continued to use them until 1932. In 1933 they were issued to their present owners and have been constantly in use in the various riots and disturbances which have taken place in Calcutta. Many detail modifications have been made to them, including the fitting of starter motors and exhaust valve lifters. The cars are still capable of speeds ranging from 40 to 50 mph.

The R.A.C. in Britain has now produced a book of more than 170 pages giving details of travel by car in Belgium, Czechoslovakia, Denmark, France, Holland, Italy, Norway, Portugal, Spain, Sweden, and Switzerland together with guides to hotels and restaurants. Garages and golf courses are included together with glossaries of motoring terms. The book is called the Continental Handbook 1947 and is available from the R.A.C. Touring Dept., Pall Mall, London.

Scilly Islanders, whose 150 motor vehicles have up to now been free of tax, have agreed to pay a voluntary levy of £1 per wheel per year for cars to help defray the £1,300 which has had to be allocated this year for road repair.

100,000 MILES



One hundred thousand miles have been clocked by a Hillman Minx taxi which has just completed a year of service.

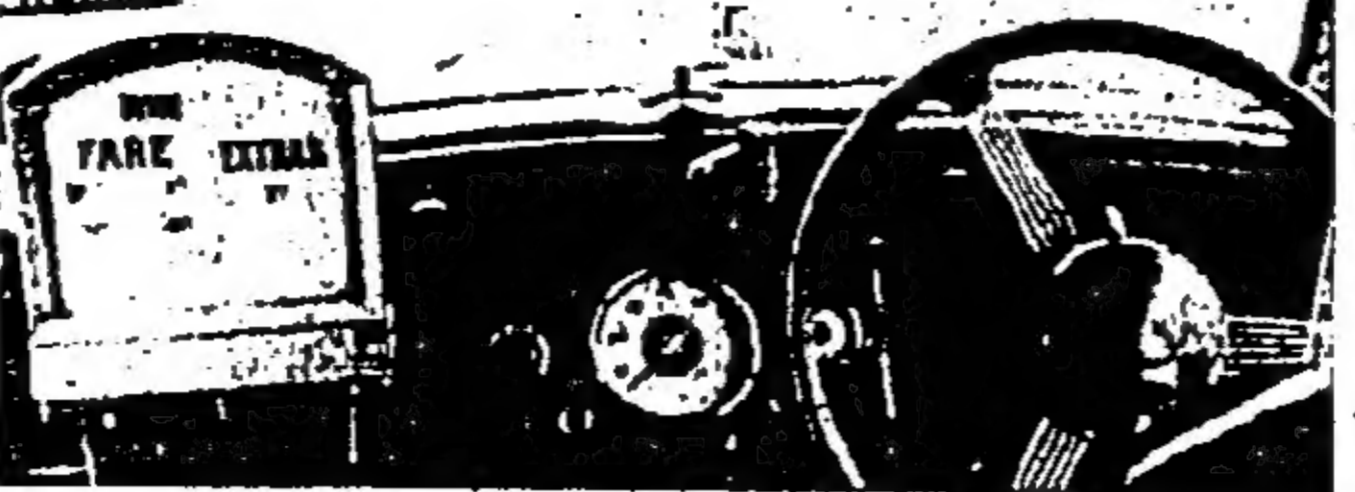
During the past 12 months, the Hillman has covered 106,519 miles—or eighteen times more than the average annual mileage of a private car in Hong Kong.

The average motorist does about 6,000 miles per annum in the Colony. Theoretically, therefore, this Hillman Minx should be in the same condition as a

private car that has been on the road for 18 years!

Actually, however, it has required no maintenance (apart from minor repairs and tire changes) and today is in perfect running order.

The taxi itself is on display this week-end at Gilman & Co.'s showroom, 132 Nathan Road, Kowloon. Gilman, who are local agents for the Rootes Group, invite anyone to drop in and see why the Hillman Minx is the most popular "Ten" on the market today.

American Challenge
To British Cars

It is encouraging to be able to record that British cars were accorded a cordial reception at the Swiss Automobile Show. There is a warm regard for Great Britain amongst the Swiss, but it is not merely because of friendship that her cars are being bought, for they possess qualities—chiefly reliability and economy—which the Swiss appreciate, says "The Autocar."

At the same time it is obvious that there is a strong challenger in the Swiss market. The American cars offer a degree of roominess and a luxury of appointments that make them extremely attractive. Regarding their appearance there may be differences of opinion; one either likes or dislikes them, but many of them undoubtedly have lines and proportions which are fundamentally good, although some examples suffer somewhat from over-decoration.

Nevertheless, American cars also possess the great attraction of being comparatively lower in price. Indeed, it is obvious that British manufacturers must look to their laurels, and must give attention to both style and price in order to meet a competition which will be serious when abnormal conditions disappear.

As regards style, the reappearance of Italian cars is important. The exhibits at Geneva display a modernity of outline which is quite as advanced as anything from the U.S., but with it there are a cleanliness and a simplicity of decoration which are universally commended.

Price

The matter of price is a vexed subject. In order that prices may be reduced it is necessary that production should be increased. For that to be possible there must be many changes in present conditions, supplies of raw materials must be increased, controls must be relaxed, and a taxation basis must be adopted which will allow manufacturers to design and build cars which will have a world-wide appeal in more normal times.

The small British car is in great demand in a sellers' market, but will it continue to enjoy the same popularity when larger and more modern cars at relatively lower prices become readily available?

Skidproof?

Skidproof, and can't be turned over, are two claims made for the new rear-motored Tucker car.

The car is being kept secret, but some details of it are known. With 800 fewer parts than other cars, the Tucker is streamlined, five feet high, and has a third lamp in the centre of the radiator geared to turn with the wheels. Driving instruments are on the steering shaft.

At top speed, the Tucker will stop in 240 feet, instead of 1,400 feet for conventional cars, say its engineers.

It will sell for 1800 dollars (\$460). If Preston T. Tucker is allowed to retain the huge 170,000,000 dollar Government-owned Chicago war plant, where the new car has been developed, War Assets Administration has given the 44-year-old president of the Tucker Corporation a limited time to prove that 15,000,000 dollars (4,087,500) capital has been raised to complete the contract.

Tucker is having a race against time to sell 20,000,000 dollars worth of stock before the deadline.

Production

The American automobile industry has about 60 per cent greater production capacity than it had before the war but it may be well into next year before fullest use of it can be made.

Harrassed by parts and materials shortages, chiefly sheet steel, the industry has abandoned hope that 1947 will be a record year in car and truck output. It apparently will do well if it turns out 3,500,000 passenger cars and 1,000,000 commercial units.

Six months ago, the car builders had seemingly well-grounded expectations that the year's output could top the 5,358,000 units that were assembled in 1929. Since last March, however, every car maker has had to stop and start his car and truck assembly lines every few weeks for carrying periods as stockpiles of body components and other materials run out.

Many of the industry authorities say there is no present assurance that the stop-and-go processes can be avoided during the remainder of the year.

Nearing the end of eight months operation this year, assembly plants of the United States have put out about 2,216,000 cars and 703,000 trucks.

The Federal Government of the United States, in cooperation with the States, is embarking on a road-building programme which will involve the expenditure of \$3,000,000,000 within the next three years. One proposed road has already been built which will extend the 488 miles from New York to Buffalo without a single obstacle or traffic light to hinder traffic.

Hong Kong
Motorist's
Diary

If we stop and consider for a moment, whenever we read of the restrictions on private motoring and public motor transport in many parts of the world, we realise that in some ways we are more fortunate.

It is almost as easy to buy a car as it was pre-war, providing, of course, one has the money—about double pre-war prices. In some cases, American cars are not in good supply, but the more popular makes of British cars seem to be arriving fairly regularly.

Repairs and maintenance work, admittedly more expensive now due to higher cost of skilled labour, nevertheless compare very favourably. We are well enough served by taxis and public cars, and trucks are plentiful.

On the other hand, our bus services are totally inadequate. Our very limited roads, although in reasonably good condition, could be made better and safer. Traffic control leaves much to be desired, and parking problems remain to be solved.

Motor transport today is a vital and necessary part of our lives, and these remaining difficulties must be solved soon. We have been fortunate in the question of supplies. But also, we have been unfortunate in this, because it seems that as supplies came easily, it is taken for granted that all our remaining problems will be solved just as easily. Far from it. There is an urgent necessity for some definite plan, and whole-hearted cooperation of all concerned, to overcome these problems.

When we think of the seemingly unsurmountable obstacles in China—that have been overcome, our problems do not seem so hard. Transportation, especially motor transport, in China, is of vital importance, and many shortages have no doubt rendered useless thousands and thousands of motor vehicles. But so great is the need that in spite of these difficulties, wherever it is humanly possible, a large number of motor vehicles are still kept running, just as they were during the war.

I have seen thousands of tons of valuable war material moved by trucks which by our standards are fit only for the scrap heap. Ten-year old trucks, using first petrol, then kerosene, or petrol and alcohol, were finally converted to run on charcoal briquets. Gas burners were crude affairs, made from old oil drums, gas filters from native cloth, and trucks broke down so often that the drivers through practice could carry out necessary running repairs even in the dark.

When all could not be had, tea seed oil was used for lubrication. When parts were too expensive or unavailable, local machine shops made them. Even tires were patched so much that more patches could be seen than the original tire itself, and many roads could not possibly be made any better, at least not by our standards, but vehicles were kept on the go.

To me it seems ridiculous. While lines cannot be painted because there is no stock of the right kind of paint. Any paint should do, even if it has to be re-done every two days, in the small hours of the morning, when there is no traffic. Traffic is held up for long periods because of inefficient handling by traffic police on duty. Isn't it foolish to say that in such a large city, a number of efficient men cannot be found for this work? Road work is not proceeded with, perhaps due to a shortage of materials, such as cement.

Everything is waiting for some more red tape. Even a one-way traffic plan for the Central district is held up for some reason. What is wanted is action, quick action.

Claude E. Wallis, chairman and managing director of Associated Life Press, Ltd., has been elected president of the Motor and Cycle Trades Benevolent Fund in succession to Sir George Kenning. Founded in 1905 by the late A. J. Wilson, there are nearly 12,000 subscribing members drawn from firms and executives in the manufacturing and distributing sides of the motor and cycle industries. It has distributed over £340,000 in relief.

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"TJISADANE"	Macassar & Java ports, 17th Sept.	Amoy & Shanghai, 20th Sept.
"TJIMENTENG"	Japan, 21st Sept.	Macassar, Sourabaya, Semarang & Batavia, 22nd Sept.
"TJIPONDOK"	Japan, Late September	Java ports

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"STRAAT MALAKKA"	due from Shanghai, 23rd Sept.	Leading for Manila, Singapore, Mabalit, Belra, Durban, East London, Port Elizabeth, Mosselbay, Capetown, Buenos Aires, Montevideo, Santos, Rio de Janeiro, 23rd Sept.

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"VAN HEUTSZ"	due from Batavia, Deli, Penang & Singapore, 20th Sept.	Sailing for Swatow & Amoy, 27th Sept.

"BOISSEVAIN" Docking for reconversion, Singapore, October.

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"HENDONHALL"	due from U.S. Atlantic ports via Manila & Shanghai, 14th September	Sailing for Straits, Colombo, U.S. Atlantic, 10th Sept.

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"ALPHERAT"	due from Europe, Mid November	Sailing for Manila/Singapore/Colombo/Suez/P. Said/Genoa/Marseilles/Antwerp/Rotterdam/Amsterdam/Hamburg/Copenhagen/Göteborg, early December.

Ship	due from	Sailing for
"BREDERO"	Europe, early October	Manila/Singapore/Colombo/Suez/Port Said/Genoa/Marseilles/Antwerp/Rotterdam/Amsterdam/Hamburg/Copenhagen/Göteborg/Oslo, end October.

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"RIDDERKERK"	Europe, early October	Manila/Singapore/Colombo/Suez/Port Said/Genoa/Marseilles/Antwerp/Rotterdam/Amsterdam/Hamburg/Copenhagen/Göteborg/Oslo, early November.

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ARRIVALS

From	Date	Vessel
Atlantic Coast) via) Los Angeles)	In Port, 21st Sept. Late Oct.	m.v. "DONA NATI" m.v. "HALLAND" m.v. "DONA ANICETA"

SAILINGS

For	Date	Vessel
Atlantic Coast) via) Los Angeles)	11th Sept. 8th Oct. Late Oct.	m.v. "DONA NATI" m.v. "BENARES" m.v. "DONA ANICETA"

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m.s. "AZALEA CITY"	about Mid-October.

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m.s. "LAFAYETTE"	expected to load at Hongkong about 15th September.
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BRITAIN IS NOT PULLING ANY OF HER PUNCHES

London, Sept. 11.

British officials are pulling no punches in negotiating revised sterling arrangements, of which yesterday's Belgian arrangement was the first. The rebuilding of sterling's international role is regarded as a matter of life and death, not merely for Britain but for world trade. Officials thus in deadly earnest in these negotiations are acting accordingly.

ARGENTINA WANTS TO KNOW

Buenos Aires, Sept. 11.
The Argentine Government's suspension of shipments of tinneal to Britain, is purely a short term measure to force the British Government to accept a speedy settlement of the problems arising from the suspension of sterling convertibility, a reliable source declared here tonight.

"Argentina has no intention of not settling with Britain, but she wants to know where the stands regarding future trade between the two countries," it was added.

Reuter.

London Stock Exchange

London, Sept. 11.
The Stock Exchange showed a good deal of irregularity after opening firm on prospects of United States aid but in the absence of business to substantiate price improvements, most markets soon tended to drift back.

The announcement of the termination of the Yorkshire coal dispute brought about a renewed marking up which again was not sustained in the absence of any follow through.

The industrial market, which at one time showed substantial improvements, lost many of them before the close. British Government stocks, which were firm at the outset, closed 1/2 to 1/4 higher after a short period of hesitation.

Throughout the day there was quiet support for the particular shares came back owing to profit-taking but copper closed harder. Elsewhere among mines Treppan finished higher at 7/3 on reports of progress being made in United Kingdom and Yugoslavia negotiations.

Italy was better among foreign bonds on hopes of interest arrears discussions.—Reuter.

U.S. Grain Exports Cut

Washington, Sept. 12.
With the implied warning that American grain exports must be reduced, the State Department has advised Embassies of 20 countries of the prospective short crops this year.

Lincoln White, Department press officer, disclosed this on Thursday shortly after the Italian government had appealed anew to the United States for financial aid and leave to increase grain purchases in this country.

White said the notices to the Embassies were sent even before Wednesday's Agriculture Department forecast which reduced still further the previous estimates of 1947 grain crops.—Associated Press.

The present policy is to consolidate the positions from which sterling's international use can be re-expanded. Britain was forced to over-reach herself in dollar convertibility and will not repeat the mistake; but Britain is determined to play every available card to re-establish sterling's international role.

Automatic convertibility having failed, Britain is now introducing administrative convertibility for specific and carefully controlled purposes.

Thus Belgium's payments in sterling outside the sterling area will be controlled by the British and Belgian monetary authorities. This controlled approach towards eventually restoring automatic convertibility, which it becomes feasible instead of prematurely, was what Britain had always wanted to do but the Anglo-American loan agreement forced Britain to act prematurely.

Official and unofficial sources agree that the Anglo-Belgian terms are a better augury for this new approach than could be expected after the inconvertibility bombshell. As "The Times" says, "the confidence in sterling has been smaller than was feared, partly because sterling is now technically strong, because various countries oversold it before the Aug. 20 bombshell and partly because overseas countries have nothing better to do with sterling than hold it or use it for third country trade, until they can use it for buying goods from the sterling area."

Ultimate End

Belgium's sterling is likely to be made automatically transferable between certain countries and controlledly transferable between other countries, but all ways with the ultimate end of extending sterling's international use.

Belgium as a creditor of almost all Europe, is exceptional. In other cases more automatic transferability may be retainable from the start.

Sterling negotiations with many of the countries which have financial representatives here for the World Bank and Fund meetings are in various stages of progress.—Reuter.

N.Y. Stock Exchange

New York, Sept. 12.
Demand for special stocks served as a balance wheel for the stock market, although many leaders estimated a short covering persisted on the idea that the technical rebound has yet to be completed. Transfers totaled 600,000 shares.

Gainers included United States Gypsum, United States Smelting, American Woolen, United Aircraft. Among losers were Douglas Aircraft, International Nickel, Texas Company, Santa Fe, Northern Pacific.

Dow Jones Averages:—Stocks 63.23; 20 Industrials 176.16; 15 Rails 48.01; 10 Utilities 35.20.—Associated Press.

RATIONING DOWN UNDER

Melbourne, Sept. 11.
Australians are likely to be rationed with meat and butter for a very long time because of Britain's needs, a spokesman of the Australian Rationing Commission said here today.

Senator B. Courtice, the Australian Minister for Censorship, said today that the "star" situation would probably prevent Australia abolishing clothes rationing this year.—Reuter.

H.K. Stock Exchange

There has been much active trading during the week. A general impression gained around the Bourse would be that the market is still in the early stages of the week's closing. Closing rates 3.30 p.m.:

H.K. Govt. Loans: 4% Loan 105 1/2; 5% Loan 101 1/2; 6% Loan 100 1/2; 7% Loan 99 1/2; 8% Loan 98 1/2; 9% Loan 97 1/2; 10% Loan 96 1/2; 11% Loan 95 1/2; 12% Loan 94 1/2; 13% Loan 93 1/2; 14% Loan 92 1/2; 15% Loan 91 1/2; 16% Loan 90 1/2; 17% Loan 89 1/2; 18% Loan 88 1/2; 19% Loan 87 1/2; 20% Loan 86 1/2; 21% Loan 85 1/2; 22% Loan 84 1/2; 23% Loan 83 1/2; 24% Loan 82 1/2; 25% Loan 81 1/2; 26% Loan 80 1/2; 27% Loan 79 1/2; 28% Loan 78 1/2; 29% Loan 77 1/2; 30% Loan 76 1/2; 31% Loan 75 1/2; 32% Loan 74 1/2; 33% Loan 73 1/2; 34% Loan 72 1/2; 35% Loan 71 1/2; 36% Loan 70 1/2; 37% Loan 69 1/2; 38% Loan 68 1/2; 39% Loan 67 1/2; 40% Loan 66 1/2; 41% Loan 65 1/2; 42% Loan 64 1/2; 43% Loan 63 1/2; 44% Loan 62 1/2; 45% Loan 61 1/2; 46% Loan 60 1/2; 47% Loan 59 1/2; 48% Loan 58 1/2; 49% Loan 57 1/2; 50% Loan 56 1/2; 51% Loan 55 1/2; 52% Loan 54 1/2; 53% Loan 53 1/2; 54% Loan 52 1/2; 55% Loan 51 1/2; 56% Loan 50 1/2; 57% Loan 49 1/2; 58% Loan 48 1/2; 59% Loan 47 1/2; 60% Loan 46 1/2; 61% Loan 45 1/2; 62% Loan 44 1/2; 63% Loan 43 1/2; 64% Loan 42 1/2; 65% Loan 41 1/2; 66% Loan 40 1/2; 67% Loan 39 1/2; 68% Loan 38 1/2; 69% Loan 37 1/2; 70% Loan 36 1/2; 71% Loan 35 1/2; 72% Loan 34 1/2; 73% Loan 33 1/2; 74% Loan 32 1/2; 75% Loan 31 1/2; 76% Loan 30 1/2; 77% Loan 29 1/2; 78% Loan 28 1/2; 79% Loan 27 1/2; 80% Loan 26 1/2; 81% Loan 25 1/2; 82% Loan 24 1/2; 83% Loan 23 1/2; 84% Loan 22 1/2; 85% Loan 21 1/2; 86% Loan 20 1/2; 87% Loan 19 1/2; 88% Loan 18 1/2; 89% Loan 17 1/2; 90% Loan 16 1/2; 91% Loan 15 1/2; 92% Loan 14 1/2; 93% Loan 13 1/2; 94% Loan 12 1/2; 95% Loan 11 1/2; 96% Loan 10 1/2; 97% Loan 9 1/2; 98% Loan 8 1/2; 99% Loan 7 1/2; 100% Loan 6 1/2; 101% Loan 5 1/2; 102% Loan 4 1/2; 103% Loan 3 1/2; 104% Loan 2 1/2; 105% Loan 1 1/2; 106% Loan 1/2; 107% Loan 1/4; 108% Loan 1/8; 109% Loan 1/16; 110% Loan 1/32; 111% Loan 1/64; 112% Loan 1/128; 113% Loan 1/256; 114% Loan 1/512; 115% Loan 1/1024; 116% Loan 1/2048; 117% Loan 1/4096; 118% Loan 1/8192; 119% Loan 1/16384; 120% Loan 1/32768; 121% Loan 1/65536; 122% Loan 1/131072; 123% Loan 1/262144; 124% Loan 1/524288; 125% Loan 1/1048576; 126% Loan 1/2097152; 127% Loan 1/4194304; 128% Loan 1/8388608; 129% Loan 1/16777216; 130% Loan 1/33554432; 131% Loan 1/67108864; 132% Loan 1/134217728; 133% Loan 1/268435456; 134% Loan 1/536870912; 135% Loan 1/1073741824; 136% Loan 1/2147483648; 137% Loan 1/4294967296; 138% Loan 1/8589934592; 139% Loan 1/17179869184; 140% Loan 1/34359738368; 141% Loan 1/68719476736; 142% Loan 1/137438953472; 143% Loan 1/274877906944; 144% Loan 1/549755813888; 145% Loan 1/1099511627776; 146% Loan 1/2199023255552; 147% Loan 1/4398046511104; 148% Loan 1/8796093022208; 149% Loan 1/17592186044416; 150% Loan 1/35184372088832; 151% Loan 1/70368744177664; 152% Loan 1/140737488355328; 153% Loan 1/281474976710656; 154% Loan 1/562949953421312; 155% Loan 1/1125899906842624; 156% Loan 1/2251799813685248; 157% Loan 1/4503599627370496; 158% Loan 1/9007199254740992; 159% Loan 1/18014398509481984; 160% Loan 1/36028797018963968; 161% Loan 1/72057594037927936; 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269% Loan

MESSAGERIES MARITIMES

Arriving from EUROPE via Ports

23. "GEORGES M. EMBIRICOS" Mid October

25. "ANDRE LEBON" Beginning November

Sailing to EUROPE via Ports

23. "GEORGES M. EMBIRICOS" End October

25. "ANDRE LEBON" Middle November

25. "DO-HUU-VI" In Port

Sailing for Haiphong End September

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SAILINGS TO

"HUPEH" Swatow, 2 p.m. 14th Sept.

"HANYANG" Amoy, Shanghai & Tientsin 6 p.m. 14th Sept.

"PAKHAI" Shanghai 4 p.m. 17th Sept.

"SHENGKING" Shanghai 4 p.m. 18th Sept.

"NINGHAI" Shanghai 4 p.m. 19th Sept.

"FENGTING" Singapore, Macassar, Surabaya & Batavia D.L. 20th Sept.

"SHANTUNG" Haiphong, Pakhoi, Hoihow & Tsamkong 10 a.m. 21st Sept.

* Sails from Castodian Wharf

ARRIVALS FROM

"HUPEH" Swatow a.m. 13th Sept.

"NINGHAI" Sandakan 16th Sept.

"FENGTING" Kobe, Shanghai & Keelung 17th Sept.

"SHENGKING" Shanghai 7 a.m. 17th Sept.

"SHANTUNG" Haiphong, Pakhoi, Hoihow & Tsamkong 18th Sept.

CANTON RIVER LINE

"WUSUEH" Arrives 8 p.m. 14th Sept.

Sails 6.45 a.m. 15th Sept.

Arrives 9.30 a.m. or 9.30 p.m. 16th Sept.

Sails 7.45 a.m. 17th Sept.

Agents: BLUE FUNNEL LINE

U.K. SERVICE

Arrivals from

"EURYPYLUS" U.K. via Straits 3rd Week Sept.

Sailings to

"AGAFENOR" Genoa, Marseilles, Havre Liverpool & Glasgow via Port Said, 17th Sept.

"RHESUS" Liverpool via Port Said Late Sept.

NEW YORK SERVICE

Arrivals from

"AJAX" U.S.A. via Manila 3rd week Sept.

Sailings to

"PROMETHEUS" For New York via Suez 13th Sept.

Agents: Australasian-Oriental Line, Ltd.

Arrivals from

"SHANSI" Australia 1st week Oct.

* Accepts Cargo to N. Z. ports on through B/L.

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Moller Steamship Company Inc. New York General Agents.

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S.S. "MARCHEN MAERSK" In Port

M.S. "TREIN MAERSK" Oct. 11

M.S. "GRETE MAERSK" Nov. 6

M.S. "LAURA MAERSK" Dec. 18

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ARRIVALS FROM NEW YORK AND U.S. PORTS

ACCEPTING CARGO FOR MANILA

M.S. "GRETE MAERSK" Sept. 22

M.S. "CHASTINE MAERSK" Oct. 7

M.S. "SALLY MAERSK" Oct. 18

M.S. "OLUF MAERSK" Nov. 7

M.S. "LAURA MAERSK" Nov. 25

M.S. "ARNOLD MAERSK" Dec. 12

For Freight and Further Particulars please apply to:-

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Shipping List

In Port

Algodonda (D. & S.) Talook 4

Yahul (D. & S.) Talook 4

Amantinus (W. Lock) S.S. Po

Unloek (W. Lock) S.S. Po

Denary (Larley) S.S. Po

Holasevaln (J.C.L.) Kin. Day

Caon Bar (Carroll) Talook 4

Catherine (Everett) Kin. Day

Denary (Larley) Talook 4

De Huu VII (Mesa, Mar.) Talook 4

Dona Nati (De La Rama) Kin. Whf

Edith Moller (Jardine's) Coamo, 11

Emp. Hilda (M.C.T.) L.O.K.

Emp. Maple (Jardine's) Ynk.

Emp. Tern (Williamson) xmt.

Ku Kwang (A.P.C.) S.S. Po

Glenher (Jardine's) Hails

Emp. Hilda (M.C.T.) Co's whf

Hai Tan (Houlin Co.) Co's whf

Hanyang (H. & S.) Kin. Whf

Hawabury (Wallen) China M. whf

Heinrich Jensen (Jensen) Kin. de

Hoi Kong Bu (Wallen) Ynk.

Huro de Vries (J.C.L.) A.I.

Iris (C.W.T.) Ynk.

Kenilworth (Williamson) Ynk.

Kivella (A.P.C.) Co's whf

Larkalek (Wallen) S.S. Po

Luxmi (Bank Line) Talook 4

Marine Maerk (Jensen) Kin. Whf

Marine Swallow (A.P.L.) Kin. Whf

Marica (Thomson) Talook 4

Narlock (Wallen) S.S. Po

Nel Nam (Bocon) L.O.K.

Menon (H. & S.) Kin. Whf

Hoi Hock (Chin Heng Hong) R.I.S.

Nelore (P. & O.) Mack's

Newchwank (H. & S.) Talook 4

Parkhill (H. & S.) A.I.

Panmanian (Wallen) S.S. Po

Pelick (Wallen) Ynk.

Ping Wo (Jardine's) Coamo, 11

Pindar (J.C.L.) S.S. Po

Prometheus (H. & S.) A.I.

Shahab (Dennison) Kin. Whf

Shant Maikha (J.C.L.) Kin. Whf

Swastehandi (J.C.L.) Kin. Whf

Tai Chung Shan (Shun Cheong) Talook 4

Tahian Peak S.S. Po

Takung (H. & S.) S.S. Po

Whanpu (H. & S.) S.S. Po

Whanpu (H. & S.) S.S. Po

ARRIVALS

23. Pakhoi (H. & S.) A.I.

Marchen Maerk (Jensen) A.I.

Denary (Larley) S.S. Po

Nelore (P. & O.) Mack's

Thistle (C.W.T.) Ynk.

EXPECTED ARRIVALS

13.9 Alice Fortler (A.P.L.) A.I.

Hendushall (J.C.L.) S.S. Po

Wing Sang (Jardine's) Co's whf

Lafayette (Wallen) S.S. Po

Promp (Jensen) S.S. Po

Canada Mail (Everett) D.G.A.

Hupoh (H. & S.) S.S. Po

Fernwood (Thomson) S.S. Po

DEPARTURES

12.9 Penny Shanghai 10.3

Lotus Shanghai 10.3

Penny Canton 11.9

Nanchang Hongkong 11.9

Ran Emsen Swatow 11.9

Oregon Mail Swatow 11.9

Borek Swatow 11.9

EXPECTED DEPARTURES

13.9 Villa Manila 11.9

Street Malacca Shanghai 12.9

Huro de Vries Manila 12.9

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ARRIVALS

SHIP FROM DUE

S.S. "BENARTY" 12th Sept.

S.S. "BENLOMOND" 1st Half Oct.

SAILINGS

SHIP LOADS FOR READY

S.S. "BENARTY" London, 2nd Half Sept.

S.S. "BENLOMOND" Rotterdam, 1st Half Oct.

S.S. "BENRECH" Antwerp, Mid Oct.

S.S. "BENRECH" Hamburg, Mid Oct.

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Agents

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THE DOUGLAS STEAMSHIP CO., LTD.

S.S. "HAIYANG"

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At 4 P.M. 18th September

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What Happened In The Courts

She Also Tripped Up

Walking along Argyle Street at 11.05 p.m. on Thursday, a Police constable tripped over an electric wire which he traced to 121 Argyle Street, occupied by Lau King, 30-year-old woman.

The constable also found that one end of the wire was attached to the main line of the China Light & Power Co.

Lau was fined \$250 (or three months' hard labour) by Mr. W. A. Blair-Kerr yesterday when she pleaded guilty to stealing electricity.

A \$500 fine was imposed on Chou Titi-chow, 41, married woman, when she pleaded guilty to stealing electricity from Chan King-kwan of Sept. 11.

The theft was discovered by a China Light & Power Co. inspector who was checking meters at 11 a.m. on Thursday. He found defendant was tapping the main line leading to the complainant's meter.

Sub-Inspector J.S. Howarth prosecuted in both cases.

CLIMBED UP TO ESCAPE

Sentence of two years' hard labour and expulsion was passed on Chun Lung, 45, unemployed, when he pleaded guilty before Mr. W. A. Blair-Kerr at Kowloon yesterday to a charge of shop-breaking.

According to Sub-Inspector J.S. Howarth, the occupier of the ground floor of 722 Nathan Road was awakened at 5.40 a.m. on Thursday and found accused crouching on the floor.

Defendant tried to escape "up the drain pipe" but was arrested by the complainant. The stolen property consisted of three saw blades, a lamp bulb, a paint sprayer, a hammer and a file.

NEGLIGENCE

Police Constables Li Chi-pang and Tsang Fung, charged with having negligently permitted a remand prisoner to escape from Sham Shui Po Police Station, were both sentenced to serve 12 months' imprisonment by Mr. F.K. d'Almada at Central yesterday.

Charged with manslaughter, possession of a forged licence and driving without a licence, Tai Ming, 25, hawker, was discharged by Mr. F.K. d'Almada at Central yesterday on the charge of manslaughter and on Mr. Hin Shing Lo, for the accused, pleading guilty to the other charges, the magistrate fined him \$100, taking into consideration that accused had been in prison for almost two months.

Bird's Nests And Bathing Suits

Everything from bird's nests to bathing suits was among the unmanifested cargo found aboard the s.s. "Sinking," raided by Revenue Officer Humphreys on August 2.

All goods uncovered in this second seizure of a 25-ton cargo were ordered confiscated yesterday by Mr. Conklin of Central Court.

A third seizure will be made when a final check-up on the cargo is complete, R.O. Humphreys said.

Among the goods seized yesterday were cigarettes, sweet bird's nests, razors, brandy, saccharin, bathing suits, penicillin, drugs, beer, brandy and suspenders.

LORRY DRIVERS FINED

Seventy-one lorry drivers pleaded guilty (through Mr. A.S.C. Cornber) to 130 summonses taken against them by the Kowloon Traffic Office for breach of Regulation 131 of the Traffic Regulations (carrying more than six passengers) before Mr. W.H. Latimer at Kowloon yesterday.

Cheung Sau, licensed driver 6344, Leung Kwong, driver 1455, and Tsang Fai, licence 182, each had five summonses. Leung was fined a total of \$500, Leung \$400, and Tsang \$250.

Fines imposed yesterday ranged from \$15 to \$250 on each summons, with a grand total of \$8,800. Two defendants were discharged with a caution.

HIDDEN UNDER ROCKS

For attempting to conceal a large cargo of unmanifested goods beneath rock piles on his junk, Yeung Ting Hing was sentenced to four months' hard labour by Mr. Conklin at Central Court yesterday.

Revenue Officer Paulley made the raid on the motor-junk, "Tai On" at 4 a.m. on Thursday just before it was scheduled to leave for Swatow.

In the cargo was brandy, cigarettes, chemicals, penicillin, radio tubes and condensed milk. All were ordered confiscated.

KOWLOON PLUG RACKET

The occupier of the ground floor flat of 7 Hankow Road was enjoying a radio programme on Sept. 7 when the radio suddenly went dead. With a previous experience in mind, he went out to the front door and there, sure enough, was a man in the act of removing two fuse plugs.

Chan Kwan, who was arrested, was sentenced to six months' hard labour when he appeared before Mr. W.A. Blair-Kerr at Kowloon yesterday. Inspector J. Orem prosecuted.

MOW SANG SHIPPING CO.

3 Connaught Road, West. Tel. No. 31503.

HONGKONG & MACAO LINE

Commencing from 5th September

S.S. "Kwong Sai" Leaves Macao 10.00 A.M. Every day. Leaves Hongkong 5.00 P.M.

HONGKONG & CANTON LINE

Hong Kong Departure: Canton Departure

S.S. "Kwong Tung" Sept. 13th 2.00 a.m. Sept. 13th 12.00 M.N.

Sept. 15th 7.00 p.m. Sept. 16th 12.00 M.N.

For Passenger & Freight Particulars Please Apply To The Above.

THE HO HONG STEAMSHIP CO. (1932) LTD.

S.S. "HONG SIANG"

Expected to Arrive from Hongkong & Straits

On or About 14th September.

Loading 23rd Sept. Sailing 24th Sept.

For SINGAPORE & PENANG

For Passage & Freight Particulars Apply To:-

THE HO HONG CO. (CHINA) LTD.

45A, Bonham Strand W. Tels: 36127 & 28040

Post Office

MAIL NOTICE

Outward Mails

Unless otherwise stated, Registered Articles and Parcel Posts close 10 minutes earlier than the Ordinary Mail. If mail close before 10 a.m. Registered and Parcel mail close at 8 p.m. on previous day.

SATURDAY, SEPT. 13

Macao, Tientsin, and Shikou 8 a.m.

Canton (By Train), 7.15 a.m.

Airmail for Manila P.I., Honolulu, U.S.A. and Canada, Kowloon C.P.O. (Reg.) 10 a.m., (Ord.) 10.30 a.m.; G.P.O. (Reg.) 10.30 a.m., (Ord.) 11 a.m.

Batavia, 10 a.m.

Shanghai, U.S.A., Canada, Central and South America via San Francisco (No Parcel for Canada), (Par. and Reg.) 9.30 a.m., (Ord.) 10 a.m.

Japan (Ord. letters and cards only), 10 a.m.

Straits, 10 a.m.

Bangkok, Noon.

Manila P.I., Noon.

Canton (By Train) 2 p.m.

Manila P.I., 3 p.m.

Amoy, 3 p.m.

Bangkok, 3 p.m.

Airmail for Singapore, Colombo, Surabaya, Rangoon and Auckland, Kowloon C.P.O. (Reg.) 2.30 p.m., (Ord.) 3 p.m.; G.P.O. (Reg.) 3 p.m., (Ord.) 3.30 p.m.

Airmail for Canton and Kowloon, (Reg.) 3 p.m., (Ord.) 3.30 p.m.

Macao, Tientsin and Shikou, 4 p.m.

Kowloon, 4 p.m.

Canton, 5 p.m.

Kaiser Cars For H.K.

Hickman Price, Jr. Executive Vice President, Kaiser-Frazer Export Corporation, announced yesterday the appointment of Charles Choy (Hong Kong) Ltd. as sole distributor for Kaiser-Frazer cars for Hong Kong.

Mr. Price and Mr. Charles Choy (President, Charles Choy (Hong Kong) Ltd.) at a reception given at the Hong Kong jointly stated that several cars would be shipped from the plant of Kaiser-Frazer Corporation at Willow Run, Michigan, within the next few days and that the Hong Kong premier showing of these cars would be held in November.

"The production of Kaiser-Frazer Corporation is increasing very rapidly and is now in excess of 14,000 units per month," said Mr. Price.

"Unfortunately, the public demand for our cars in the United States is so tremendous that we have available only a relatively small number of cars for export to this area. However, we will ship in a few days a few cars to Mr. Choy and will hope to follow this with additional units before the end of the year.

"If the reaction in Hong Kong to our cars is similar to that which our distributors in the United States and elsewhere throughout the world are encountering, Mr. Choy will by no means be able to meet the demands upon him.

"Kaiser-Frazer Export Corporation is looking forward to a long and mutually satisfactory relationship with the people of Hong Kong through Mr. Choy."

Mr. Choy said:—"My Company is establishing immediately first-class sales and service facilities in Hong Kong. We feel ourselves particularly fortunate in being able to present to the Hong Kong public the only really post-war car now available.

"We expect to develop a high degree of service for our customers and, in this connection, we are pleased to learn from Kaiser-Frazer Export Corporation that its first shipment of cars will also include a substantial complement of spare parts."

JARDINE, MATHESON & CO., LTD.

SHIPPING DEPARTMENT

16 Pedder Street

Tel. 30311.

General Managers

INDO-CHINA S. N. CO., LTD.

SAILINGS

S.S. "WINGSANG" To Keelung & Shanghai 4 p.m.

S.S. "EMPIRE FRASER" To Straits, Rangoon & Calcutta 15th Sept.

S.S. "HANGSANG" To Amoy & Kobe 23rd Sept.

S.S. "WINGSANG" To Keelung & Shanghai 25th Sept.

S.S. "LOKSANG" To Straits & Rangoon 25th Sept.

S.S. "HINSANG" To Sandakan 28th Sept.

ARRIVALS

S.S. "WINGSANG" From Shanghai & Keelung 8 a.m.

S.S. "EMPIRE FRASER" From Kobe, 13th Sept.

S.S. "LOKSANG" From Sandakan 15th Sept.

S.S. "HINSANG" From Straits & Calcutta 15th Sept.

S.S. "HANGSANG" From Straits & Rangoon 20th Sept.

S.S. "KWAISANG" From Tientsin 23rd Sept.

Cargo accepted on Through Bills of Lading for MADRAS via Singapore and for KUDAT, JESSELTON, LABUAN, TAWAU, LADHAD-DATU and SEMPORNA via Sandakan.

General Managers

AUSTRALIA CHINA LINE LTD.

M.V. "CLAN MACDOUGALL" Due from Sydney and Brisbane (Refrigerated Ship) via Kure 28th September.

M.V. "KAFIRISTAN" Sails Brisbane about 20th Sept.

S.S. "BALUCHISTAN" Due Hong Kong about 7th Oct. Loading Melbourne, Adelaide & Fremantle.

Sails Fremantle about 19th September via Saigon.

S.S. "HINDUSTAN" Due Hong Kong 18th October. Loads Australia October. Due Hong Kong Mid November.

Agents: GLEN LINE LTD.

SAILINGS

M.V. "GLENARTNEY" Loads direct for Aden, London, Antwerp Rotterdam, Amsterdam and Hamburg about 15th Sept.

Sails about 19th Sept.

S.S. "TYDEUS" Loads for London and Continental Ports via Straits and Suez late October.

ARRIVALS

S.S. "RHESUS" Due from Antwerp, Rotterdam & London via Straits 16th Sept. Will discharge at Halls Wharf.

Agents:

WESTERN CANADA STEAMSHIP Co., Ltd.

S.S. "LAKE SUMAS" Loads for Vancouver direct about 16th October if sufficient inducement. Accepts cargo on through-Bills of Lading for all Pacific Coast Ports.

Subject to alteration without notice.

All intending Passengers are requested to register their names as far as possible in advance of the time at which they wish to leave.

Agents:-

* PRINCE LINE LTD.

* PACIFIC TRANSPORT LINES INC.

* See separate advertisements

PACIFIC TRANSPORT LINES

EXPRESS TRANS-PACIFIC SERVICE

S.S. "CAPITAL VICTORY"

Due from Pacific Coast about 27th September

LOADS 27TH SEPTEMBER FOR

SAN FRANCISCO

via Shanghai and Taku Bar

Ship Due Loads for

"CHINA TRANSPORT" 8th Oct. Manila

"PHILIPPINE TRANSPORT" 10th Oct. Manila

"PACIFIC TRANSPORT" 31st Oct. Shanghai, Taku Bar & Yokohama

Limited Passenger Accommodation.

CARGO ACCEPTED FOR ALL PACIFIC COAST AND INLAND POINTS IN NORTH-AMERICA

SPECIAL OIL CARGO TANKS

JARDINE, MATHESON & CO., LTD.

16 Pedder Street Telephone: 30311.

CHINESE DEPT 31458

PRINCE LINE

ROUND THE WORLD SERVICE

M.V. "ENGLISH PRINCE" Loaded Atlantic Ports; now loading Pacific Coast Ports. Due Hong Kong early October.

M.V. "SCOTTISH PRINCE" Loads Atlantic, Gulf and Pacific Coast Ports September. Due Hong Kong late November.

JARDINE, MATHESON & CO., LTD.

Tel. 30311

Chinese Freight Agents:-CHEONG FAT CO.

64, Bonham Strand. Telephone 20087

